

Affairs in Korea.

REFORMS AND PROGRESS.

(Special to the "Hongkong Telegraph")

In contemplating the important and powerful influences that are at work towards the ultimate absorption of Korea by Japan, the Western observer cannot but be impressed by the fact that little or nothing is heard of the existence, among the higher classes of Koreans, of any opposition to the Japanese annexation of their country. That anti-reform feeling does run strong in certain classes of the population, is shown by the official accounts of the measures adopted to suppress the insurgents, of whom some 15,000 were slain in the course of eighteen months.

That this same feeling is not unknown in the ranks of the *Yam-han* or noble class is made clear by an occurrence recorded in the Resident General's latest report. It appears that a certain member of the Privy Council brought forward a resolution stigmatising the employment of

FOREIGN TROOPS for the suppression of insurgents as a national disgrace, calling for the removal of Japanese troops from the Peninsula and the limitation of the number of Japanese in government offices, etc. This resolution was adopted and sent on to the Cabinet for approval. It got no further, however; and the Resident General naively remarks that, as the Council's advocacy of these measures showed a lack of good judgment and sobriety, it was no wonder that the president and vice-president as well as the mover of the resolution were "constrained to resign at the request of the Government." What happened ultimately to those apostles of a policy "lacking in good judgment and sobriety" does not transpire.

CLEANSING THE AUGUR STABLE. It is a significant fact that ever since the control of Korean affairs was taken over by Japan, the broom of reform has been vigorously applied to the task of sweeping out abuses that exist in high quarters. The Imperial Household was an early object of attention on the part of the Japanese Resident General. His Excellency looked upon the "domestic economy" of the Palace and saw that it was not good. Accordingly he begged him self to the Herculean task of removing abuses and superfluities, and the work has been accomplished most effectively.

The first step taken was to prohibit the entrance within the Palace precincts of fortune-tellers and people of uncertain calling, who were indiscriminately made welcome under the old order of things. Then followed the dismissal of many hundreds of superfluous officials and employees and

COURT LADIES. In one year no less than 4,126 officials and employees and 222 Court ladies were dismissed. Another salient reform was effected by reducing the number of ceremonies. As in most old countries in the Orient there are many state rites, ceremonies and fetes, involving enormous expense. In order to limit these expenses, an Imperial Rescript was promulgated abolishing the ceremonies of worshipping heaven, mountains, demons, etc., and limiting others; so that the number is now only 200 per year as against 800 formerly, and the services of some 3,000 temple employees have been dispensed with.

THE CIVIL SERVICE. It will no doubt interest hard-working British Civil Servants to learn that sweeping reforms have been instituted in connection with this branch of work in Korea. It is on record that irregularities of attendance at office, sleeping during office hours in the summer time, absence on rainy days, or taking long leave when mourning for parents, relatives, or dignitaries of State have gradually been done away with, whilst as regards official documents, the mistake of using unnecessary adjectives in their text, and careless omissions, have been carefully rectified.

FOREIGN TRADE. In the foreign trade of Korea, the leading place is held by Japan, her share representing 63 per cent. China comes next with 13 per cent. Great Britain's share in the trade amounts to 12 per cent. She imports annually into Korea goods amounting to nearly seven million yen and this trade is an increasing one, although the exports are practically nil. The chief staples imported by Great Britain are cotton goods and cutlery, her share in this branch of the trade representing 98 per cent. 100,000, India and the Straits Settlements imported goods to the value of 100,000 yen. The chief products imported from America are flour, kerosene oil and locomotives, representing 10 per cent. of the whole trade.

TOBACCO AND LIQUORS. Measures for improving the Korean process of tobacco culture have been in force for several years, several investigating stations having been established in important parts of the country for the purpose of testing climatic conditions as well as native methods of cultivation and manufacture, and distributing among the people Japanese and American seeds. Modern tobacco-drying chambers have also been established and good results obtained.

As to Korean intoxicants, the native process of manufacture is still primitive, the liquor made being of inferior quality and readily becoming sour. Several experts therefore have been assigned to investigate methods of improving the quality of the liquor and reducing the cost of production. In Seoul an experimental distilling station has been established for the purpose of showing a new process of brewing.

A SMALL-POX CHARM. Although under the Japanese regime, the Koreans are gradually being educated up to an appreciation of the value of modern sanitary science, they do not appear to place a great deal of faith in vaccination as a preventive of small-pox. So ignorant are they still remain of the efficacy of the treatment, they often use the corpse of a child who has died of small-pox as a charm against the spread of the disease, the dead body being hung on a tree or on the city wall. More than half a million natives were vaccinated last year. Korean women being still governed by the old canon, which prevents them sitting with a male above the age of seven, they escape vaccination when it is conducted by male operators, and to obviate this, specially female vaccinators are now being trained.

OUR JAPANESE VISITORS.

SPORTS AT HAPPY VALLEY.

Both officers and men of the Japanese cruisers *Asio* and *Soya* have made the most of their brief stay in Hongkong in the way of junketings and sight-seeing ashore. The cadets, of whom there are 180 in all, have been especially energetic in availing themselves of opportunity of becoming acquainted with the Colony and its many objects of interest. Among the places visited by them were the Kowloon and Quarry Bay Docks. Last night, the officers of the two cruisers were entertained to dinner by the Japanese Consul-General, Mr. T. Funatsu.

This morning a party of cadets visited the quarters of the 13th Rajputs at Kowloon. In the afternoon the cadets and crews to the number of some 200 were entertained at the Race Course by the Japanese community. Amongst those present were Admiral Iijima, Commanding the Japanese Training Squadron; Captain Suzuki of the *Soya*; Captain Sato of the *Asio*; H. I. H. Prince Kitashirakawa, of the Cadet Corps; Mr. T. Funatsu, the Consul; and many prominent members of the Japanese community. Owing to the season of mourning for the late King Edward not having expired, no official invitations were issued to the Colonial dignitaries, but a good many Europeans assembled to witness the sports which formed the chief item in the afternoon's function and included all kinds of athletic and skill contests.

For the occasion, the use of the Grand Stand had been kindly granted by the Stewards of the Jockey Club. Music was supplied by the ship's bands. In a short address, the Consul-General welcomed the visitors and Admiral Iijima responded. The proceedings were favoured with excellent weather.

The cruisers *Asio* and *Soya* leave for Japan to-morrow.

AN OLD SARAWAK SCHOOL.

APPEAL FOR FUNDS.

We have been requested to publish the following appeal (transmitted through Mr. Percy Law of the Attorney-General's Office, as "Old Sarawak Boy"), on behalf of the S. P. G. School, Sarawak:—

Dear Sir,—We write to you as friend and well-wisher of St. Thomas' School, craving your sympathetic consideration for the appeal we are now making in its behalf.

It is more than 60 years since Bishop Macdougall opened the first school in Kuching, and laid the foundations of education in Sarawak. It is twenty-five years this year, since our present school buildings were erected mainly through the exertions of Bishop Hore; and we wish to mark this anniversary by a forward movement.

The time is certainly ripe for an advance in method, and for improvement in equipment. In other parts of the world, notably in China, great strides are being made in the way of education, and we feel that there is equal need for advance here.

Those who went before us did well; we must do better.

We are anxious to increase the number of our teachers, both European and Asiatic; to extend, and improve the quality of the teaching given; and generally to raise the tone of the school.

Further we must improve and enlarge our buildings. The premises are neither suitable nor sufficient for needs, and a large sum must be spent on making them fit for the purposes of a modern school. We are ambitious that St. Thomas' School should rank with other schools in the East, and we are determined to spare no pains to make it do so.

Without the practical sympathy, and financial assistance of our friends, we can do nothing. The improvements we have mentioned will require the expenditure of a large sum of money; but we are absolutely unable to meet such a demand from our ordinary income, and we do not think it fair or desirable to appeal the S. P. G. or other English friends for help.

It must not be forgotten, that the Society for the Propagation of the Gospel is a voluntary society with numerous pressing claims upon its resources. Those who support the society are in many cases quite poor people and yet they have given to Sarawak tens of thousands of dollars. At no time in the history of the school have the fees received from scholars sufficed to defray the cost of the education given. The school could not have been carried on without the annual gifts of the S. P. G. and His Highness the Rajah.

It seems to us that the time has come when we may fairly ask for substantial help from local friends, and especially from those who owe so much to the school. "Old Sarawak Boys" are to be found all over the East, many of them occupying positions of honour and responsibility, and not a few of them enjoying considerable wealth. The ability to gain these positions, they owe in large measure to the education received in the school they are now asked to help. To them, and to other well-wishers we appeal for \$15,000 to enable us to make the school worthy of its position and its purpose.

The sum we ask for is a modest one, considering the work to be done; and when it is compared with the enormous amount spent on the school by our society in the past, we hope our moderation will be recognized. Every body is now agreed about the value of a good education, and all who have studied the subject know that without trained teachers and suitable premises, it is impossible to give a good education. We therefore confidently appeal for your help to enable us to provide these things in the highest interests of the rising generation of Sarawak.

—We are, etc.,
W. ROBT. MOUNSEY, D.D.,
Bishop of Labuan and Sarawak, Warden.
ARTHUR F. SHARP, M.A.,
Archdeacon of Sarawak, St. John's.
P. RICHARDSON, M.D.,
Head Master.

LOTTERIES IN JAPAN.

The *Japan Times* states that the Tokyo police are now taking steps to exercise strict control over lotteries. There are special kinds of lottery in this country which have been carried on from olden times. The object of these lotteries originally was a charitable one. Subscribers are collected, and the first prize is given to the man for whose benefit the lottery has been planned, other subscribers having their chances for a prize after him. The police have recently come to notice that lotteries of the above mentioned character are now much abused, and the Shiba and Asaba police were the first to lay hands upon those who were guilty of abusing them. An official in the Metropolitan Police Office says that there are many who fraudulently obtain money from people by abusing what are called "Tanomoshiko" and "Mojin". The police, therefore, are now determined to punish these evil-doers. There has not hitherto been any law controlling these lotteries, the only step required of the promoters being to inform the authorities of the scheme. Measures are now being taken, therefore, by the authorities to provide regulations for the control of lotteries.

The *Japan Times* comments as follows:—

"We do not see how that can be done since all lotteries are prohibited by law. Even the pari-mutuel, although it was neither a lottery nor a game of chance, was suddenly prohibited, so that many private persons, whose business was connected with work for the races, lost their existence through the sudden prohibition, for which legally valid grounds have never been shown. If the Government, therefore, now sanctions the above described lotteries and even draws up regulations as to how they are to be conducted, it clearly has the duty to recognize the claims for compensation of those whose business was ruined by the sudden prohibition of the pari-mutuel in 1908. For the Imperial Constitution guarantees equality of all before the law and the Government cannot afford to have its motives questioned in the case of the pari-mutuel."

THE NANYANG EXPOSITION.

THE OPENING CEREMONY.

Nanking, June 5.
The ceremonies in connection with the opening of the Nanyang Industrial Exposition, which began at 9 a.m. to-day, were attended by 5,000 people. H. E. Yang Shih-chi, adjudicator, read the Imperial Decree sanctioning the exhibition and H. E. Viceroy Chang Yen-chun read a congratulatory speech, when Yuan Shih-chun, a member of the Directorate, gave a report of the work. Then Chi, the assistant director, said that Taels 500,000 was spent out of a fund of Taels 700,000. Then Chao Tsung-sheng for the Board of Agriculture Industries and Commerce, Fang Tseng-shiao for the local officials, General Han Shao-cheng for the Board of War, Rear-Admiral Cheng Pi-kwang for the Naval Office, Chen Pao-su for the Viceroy of Chihli, Mei Kwang-yea for the Governor of Kiangsi, Cheng Pin-hua for the Viceroy of Hukwang, Chou Ching-huan for the Chamber of Commerce of Shanghai, Yu Tso-chow and Liang Ping-neng for the Chinese abroad, Chang Cui for the Provincial Council and Li Jui-ching for all the schools read congratulatory speeches respectively. The ceremony was over at 11.30 p.m. A certain Chinese from abroad bought the first ticket at \$10,000. There were also foreign guests including foreign consuls, the special correspondent of the London *Times*, representatives of Shanghai foreign newspapers and Japanese journalists. There was perfect order all through. The only exception was that the carriage of Li, Superintendent of Police Affairs, entered inside the Exhibition Ground against the rule.—*Shanghai Times*.

Events Coming.

Saturday, 11th June.
Auction sale, Cigars and oil paintings, Hughes & Hough, 11 a.m.
Buffs Band Concert, Botanic Gardens, 9 p.m.

Monday, 13th June.
Water Polo Association meeting, V.R.C., 6 p.m.

Saturday, 18th June.
New Seamen's Institute, opening ceremony, 4 p.m.

NOTICE TO SUBSCRIBERS.
FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).
(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary subscribers as heretofore.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Wentworth Street, Hongkong, 1910.

It is stated that a blue rose has been produced by Professor Elvira Waller, of Montmorency, New Jersey.

COMMERCIAL.

YARN MARKET.

Hongkong, 10th June.

Since we last wrote on the 27th ultimo per mail steamer *Asio*, the yarn market has experienced a change for the better. Owing to the fall in prices from the top rates, which were reached six weeks ago, Chinese buyers displayed a remarkable and unexpected eagerness to do business, and heavy purchases have to be recorded, both in respect of spot cargo and "to arrive." After a long period of comparative inactivity, a very large business has been put through during the past fortnight and prices advanced from \$1 to \$1.4. Holders transacted business freely at quotations, both as regards spot and "to arrive." The Bombay market is reported steady, with prices \$3 or \$3.5 higher than local current quotations. American cotton prices are also firm, so that it may safely be predicted that the tendency for a steady market will continue. The anxiety, which had been felt by the long continued drought threatening crop prospects in the interior, has vanished with the advent of copious downpours of rain in all parts, and with the elimination of disquieting feelings as to the expected failure of the rice crop a beneficial effect on the yarn market was the natural result, and we confidently anticipate a steady market for some time longer. At the close the market is steady.

Total sales 24,000 bales.
Unsold stocks 10,000 bales.
Sold but undelivered is the godown and to arrive 48,000 bales.

Nos. 6 & 8.—There has been absolutely no demand.

No. 10.—A very large business has been done in this count, particularly in best spinings.

No. 12.—A fair amount of business has to be reported in this count in best spinings only at the above advance.

No. 16.—A small amount of business has been put through.

No. 20.—A fair amount of business was done in a few spinings; mostly in best threads only.

Arrivals.—The mail steamer *Asio* and extra steamer *Ischia* and *Hakata Maru* from Bombay, and steamer *Lightning* and *Fooding* from Calcutta have brought in 8,770 bales for Hongkong, and 7,240 bales for Shanghai; no shipments from Hongkong to Shanghai, and Coast ports.

Shanghai.—The market has continued lifeless. The active state of the local market has had no effect on the condition of the market obtaining in the No then port.

Japanese Yarn.—350 bales of No. 16 at \$153 to \$157. About 793 bales No. 22 at \$155-\$162. Local Mill.—Nothing doing.
Raw Cotton.—Nothing doing on account of the higher prices ruling. No sales either Bengal or Chinese. Stocks: Bengal 970 bales. Quotations: Begal at \$33 to \$37. Chinese at \$36 to \$41.

Rupees, T/T 135. Rupees, D/D 135 1/2 Sterling, D/D 1/9 9/16. Sterling, 4m/11-1/2. Shanghai, T/T 74 1/2. Japan 88. Bar Silver 24 9/16.

POLISHWALL & KOTWALL,
Cotton & Yarn Brokers.

RUBBER MARKET.

After a spasm of weakness with consequential marked depreciation in prices of all stocks, the Rubber market is exhibiting signs of renewed vitality and closes fairly strong. Only a small business has been put through during the week under review, and at low rates.

The Singapore market continues very dull and all stocks show further depreciations.

Para Hard fine Rubber declined to 8/9, but latest telegraphic advices to hand gives the price at 9/8.

Anglo-Malays were taken off the market at 27/6 and 27/9, closing steady.

Allagars, after small sales at 6/3, are wanted at 6/6.

Caray Uniteds have sellers at 30/- prem. Eastern Internationals were sold locally at 27/6 and 30/- prem, but at the close none are obtainable under 37/6 prem.

Lloggs have found buyers at 55/-, 56/- and 58/-, closing firm at 59/-.

London Ventures after sales at 7/6 and 7/9 are on offer.

Merlimus changed hands at 8/- and more can probably be placed.

Ledburys dropped to as low as 7/6, but have since improved to 10/-.

Tanghars are on offer at 25/- prem. United Serdangs have been the medium of a fair business from 120/- down to 110/-.

At the close sales at 120/- have again been effected, with further buyers at 135/-.

United Sumatras are quiet and without business to report at 10/-.

Sumatra Paras were dealt in at 10/9 and 11/-.

London Asiatics weakened from 17/- down to 15/9, but at the close sales have been made at 15/9.

Balgownie have been sold at \$16, with probably more buyers at that rate.

Changkat Serdangs are offering at \$14 from Singapore with probable buyers at \$12.

Ayer Paras are obtainable at \$12 from Singapore.

Palams have been sold at \$13.

Glencalyne—Sales have taken place at \$15 and \$17, closing with sellers at \$16.

Indragiris are quiet at \$10.

Pogols are nominally quoted at \$45 with no business to report.

Sandycrofts have been dealt in at \$37 and \$37 1/2, closing with probable sellers at the latter rate.

United Singaporeans have been placed at \$12 and \$12 1/2, closing with more sellers at the former rate.

The Bank's closing T.T. quotations are as follows:—

On London 1/9.

Shanghai 7 1/2.

Singapore 7 1/2.

Bank & Estate.

Today's Advertisements.

NOTICE.

WE have this day authorized Mr. CHARLES GORDON STEWART MACKIE to Sign the Name of our Firm in Hongkong and China.
GIBB, LIVINGSTON & CO.
Hongkong, 10th June, 1910. [433]

HONGKONG-BOSTON AND NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

"INDRASAMHA,"

on or about TUESDAY, 10th Jun.

For Freight or Passage, apply to SHEWAN, TOMES & Co.,

General Agents.
Hongkong, 10th June, 1910. [174]

COMMERCIAL.

June 10th, 3.15 p.m.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	6/6
Anglo-Javas	11s. 16
Anglo-Malays	29/-
Balgownie	\$11
Batu Tiga	.....
Bertans	8/6
Bukit Kajangs	.....
Bukit Rajahs	.....
Caray Uniteds	25/- prem.
Castelfields	115/-
Changkat Serdangs	5/8
Cheras	\$20
Damausaras	170/-
Eastern Internationals	37/- prem.
Fed. Selangors	.....
Glencalyne	\$3 sellers
Glenshiels	.....
Golconda	125/-
Golden Hope	.....
Highlands and Lowlands	131/6
Indragiris	\$35.
Inch Kenneths	.....
Jagjies	.....
Jonglandors	.....
Kamunings	7/6 prem.
Kenda Lumpors	95/-
Landrons (fully paid)	.....
Lanadrons (ppd.)	.....
Labus	.....
Ledburys	95/-
Lloggs	57/-
London Asiatics	15/3
London Ventures	7/6
Merlimus	.....
Pajams	\$8 sellers
Pogols	\$50 sellers
Rubber Trusts	57/6 prem.
Saggas	.....
Sandycrofts	\$37
Sapongs	.....
Seafields	.....
Sekongs	32/6 prem.
Shelfords	75/-
Singapore & Johore	\$20
Sumatra Paras	12/9
Sungei Chohs	110/-
Sungei Kapars	17/6
Tadlongs	.....
Tongkahs	77/6 prem.
Toorangis	7/6 prem. nom.
Ulu Ranis	.....
United Serdangs	132/6
United Singaporeans	\$3 sellers
United Sumatras	11/3
United Langkats	.....
Para Rubber	9/8 per lb.

BALGOWNIE MAY OUTPUT.
Agents Gunn and Co.
Balgownie—9,778 lb.

DO NOT HESITATE,

but call at H. PRICE and Company's Establishment when you require any

ALES,
STOUTS,
PORTS,

CLARETS,

BRANDIES,

WHISKIES,

or anything else in the way of Liquors, Cigars, Cigarettes, etc.

H. PRICE & CO., LTD., represent ONLY the VERY BEST Houses, consequently the public can rely on getting the best value for their money.

H. PRICE & CO., LTD.

WINE AND SPIRIT MERCHANTS.

12, Queen's Road Central, Hongkong.

Telephone No. 77.

SPECIAL ADVERTISING.

Intimations.

THE
DAIRY FARM CO.,
LIMITED.

Choice Australian
BEEF, LAMB, MUTTON,
and RABBITS.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS."
These Celebrated waters are used in the manufacture of our beers.

Purity guaranteed.

"ASAHI" & "SAPPORO"

Beers.

per case 4 doz. qts.

\$12.00

per case 8 doz. pils.

\$13.50

To be obtained at all Retailers.

NOTICE.

MR. LI HON FAN, a Chinese graduate, versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 67 Hollywood Road, 2nd floor.
Hongkong, 2nd January, 1910.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 575 lbs. net \$5.50 per Cask at Factory.

In Bags of 250 lbs. net \$8.45 per Bag at Factory.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 15th August, 1909.

JAPANESE MASSAGE.

MASUO MEIJI SHA,
GRADUATE OF
KOBE MESSAGE SCHOOL.

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE PERCENTAGE QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	110,000	\$115	\$115	\$1,100,000	\$1,100,000	2 1/2% for half year ending 31.12.09 @ ex	1 1/2%	\$115 sellers
National Bank of China, Limited	99,925	7	6	\$4,000	\$3,552	\$2 (London 1/6) for 1905	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	none	\$10 for 1908	6%	177 1/2
North China Insurance Company, Limited	10,000	2 1/2	1 1/2	\$1,250,000	Tls. 107,575	Final of 7/6 making 15/- for 1908	5%	Tls. 110
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,240,000	\$127,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6%	\$825 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,200,000	\$77,637	\$12 and bonus \$3 for 1907	7%	\$105
FIRE INSURANCES.								
China Fire Insurance Company	20,000	\$100	\$20	\$2,000,000	\$48,406	\$6 and bonus \$2 for 1908	7%	\$115
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$2,000,000	\$46,218	\$27 for 1908	8%	\$347 buyers
SHIPPING.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$750,000	Dr. \$3,777	5% for 1906	...	\$7 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil	2 1/2 for year ending 30.6.1908	...	\$33 sellers
Hongkong, Canton & Yacoo Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	\$80,766	Final of 5 1/2 for account 1910	8%	\$10 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£3,000,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	...	\$70 sellers
Do. Do. (Deferred)	60,000	£5	£5	£3,000,000	£13,755	3rd ln. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5%	93/- buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,000,000	£12,994	A dividend of 7% for yr. ending 30.6.1910	4%	\$74
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000	\$1,159	A bonus of 5% for yr. ending 30.6.1910	2 1/2%	\$14 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000	Dr. \$8,090	\$10 per share for 1909	5 1/2%	\$170 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	Dr. \$15,891	\$5 for 1897	...	\$25 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 350,000	Tls. 6,102	Tls. 10 for year ending 31.8.09	...	Tls. 950 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000	£1,435	Final of 1/6 making 3/- for 1909	9%	Tls. 18
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	£600,000	none	First year	...	...
Ramb Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000	Dr. £1,191	\$1 per share 13th dividend	5%	\$7 1/2 sellers
Oriental Consolidated Mining Co., Ltd.	50,000	G \$10	G \$10	£500,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15	...	35/-
Docks, Wharves & Godowns.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	Dr. \$8,460	\$1.75 for year ending 31.12.06	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$3,300,000	\$26,847	\$2 1/2 for 1909	4 1/2%	\$58 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$13,755	Interim of \$1 1/2 for account 1909	...	\$58 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000	Tls. 6,261	Interim of Tls. 2 1/2 for 1910	6 1/2%	Tls. 78
Shanghai and Hongkong Wharf Company, Limited	20,000	Tls. 100	Tls. 100	Tls. 2,000,000	Tls. 9,222	Final of Tls. 4 for 1909	7%	Tls. 122
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 4,314	Tls. 6 for year ending 31.12.09	5 1/2%	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$24,041	\$1.20 on old and 60 cents on first new issue	...	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$1,277	\$2.60 on old shares and 1.30 on new shares	...	\$20 1/2
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$27,171	Interim of 3/- for account 1909	6 1/2%	\$102 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$5,471	45 cents for 1909	6%	18 1/2 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$26	\$2 1/2 for 1909	8 1/2%	\$3 1/2 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000	Tls. 63,069	Final of 6% bonus Tls. 1 for 1909	6 1/2%	Tls. 110
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,058	Final of \$1.8 1/2 for account 1909	8 1/2%	\$40 sellers
COTTON MILLS.								
Ewa Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2%	Tls. 130 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$9,551	50 cents for year ending 31.7.08	8%	\$4 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 8,272	Tls. 7 1/2 for year ending 31.3.09	12%	Tls. 62
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 8,239	Tls. 6 for 1909	7%	Tls. 74
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	Tls. 31,171	Tls. 25 for 1909	10%	Tls. 250
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000	£68	15% per share for 1903	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	Nil	60 cents for 1909	6%	\$10 1/2 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$61,138	60 cents for year ended 31.12.06	...	\$14 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000	\$2,602	80 cents for 1909	9%	\$1.50 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$3,000,000	\$1,893	\$1.20 for year ending 31.7.09	6 1/2%	\$19 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$4,290	Final of 40 cents making in all 75 cents per share for 1909	10%	\$7 1/2 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$11,798	80 cents for year ending 31.11.08	6 1/2%	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$7,616	A dividend of \$1.20 per share and a bonus of 10 cents	6%	\$20 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$5,176	Final of \$8 for 1909	6%	\$160 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000	\$5,176	Final of \$1 making in all \$2 for 1910	9%	\$14 1/2 sellers
Maatschappij tot Mijn- en Landbouw exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 2,500,000	Tls. 316,682	4th interim of Tls. 1 1/2 for 1909	5%	Tls. 1,400
Park Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$3,014	80 cents on fully paid shares and 8 cents on 1/- paid shares for yr. ending 30.4.10	5 1/2%	\$14 1/2
Park Tramways Company (new)	50,000	\$10	\$10	\$500,000	Pa. 18,640	None	...	\$14 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$750,000	...	...	...	\$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 200,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2%	Tls. 240 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	Dr. \$1,096	None	...	\$15 buyers
Steam Laundry Company, Limited	10,000	\$25	\$25	\$250,000	\$63	40 cents for year ending 31.5.09	8%	\$5.40
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	...	60 cents for year ending 31.12.08	8%	\$8 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$100,000	\$241	60 cents per ord. share for year ending 31.5.09	5%	\$14 1/2 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$2,611	Final of 50 cents for 1908	6 1/2%	\$6 buyers
William Powell, Limited	15,000	\$7	\$7	\$105,000	\$781	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$3 sellers
Societe des Pulpes et Papeteries du Tonkin	13,200	Benefit shares 1,200	50 Halphong Nominal	...	...	First year	...	\$15 sellers

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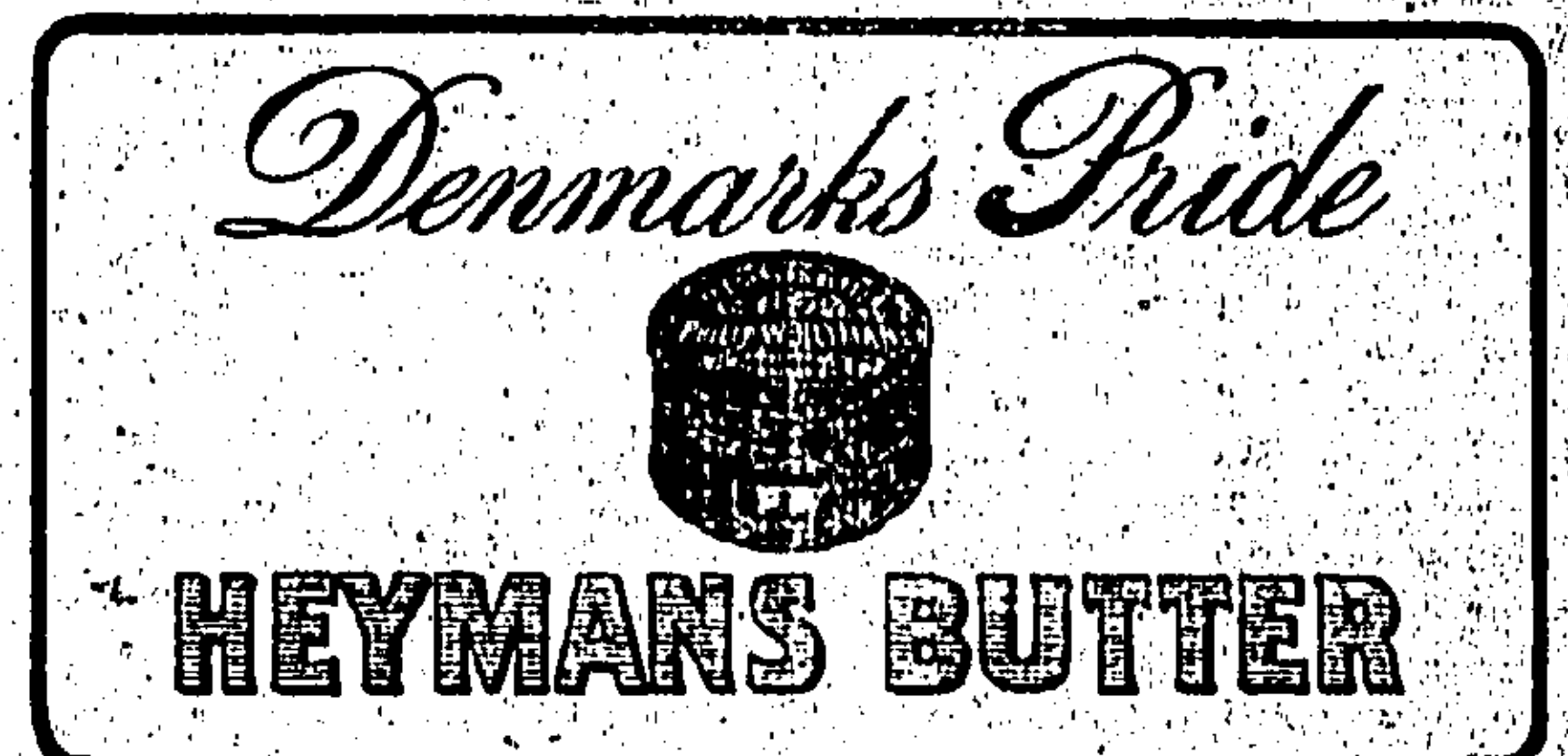
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Hongkong, 23rd May, 1910

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Opium Monopoly.

CANTON TRADE PARALYSED.

HEAVY SWAMP IN LOCAL MARKET.

BRITISH MERCHANTS' PROTEST INEFFECTIVE.

Our correspondent in Canton informs us that, on the 7th inst., the opium monopoly began to be put in force. The Government representative, Mr. Kwoong Wing Yuen, a prominent firm of raw opium dealers, of whom Cheung Chiu-tong holds official rank. Seven hundred and a half dollars per ball of foreign raw opium must be paid to this firm by every purchaser of imported raw opium in the two Kwang Provinces. This increases the taxation on every chest by \$500. Native dealers, who were buying freely from this market a week ago, now dare hardly buy at all. Every purchaser of the raw drug pays a price, but last Saturday purchased it with a permit from the Kwang Wing Yuen. This monopoly enables the firm to charge exactly what they please for imported opium. Two months ago, this monopoly was to have been in force, but it has been delayed till now. The delay emboldened the native dealers to buy, as they believed the monopoly had been allowed to drop. They bought six hundred chests from Hongkong during last Friday and Saturday, at the 2nd and 3rd instalment, at increasing prices. During these past two months the price had fallen by \$1,000 a chest, but last Saturday it rose to \$1,050, and more new orders were coming in. Without warning the monopoly was sprung on the dealers and became operative from the 7th instant. Of course, this has completely demoralized the market, and the dealers cannot take delivery of what they have contracted to buy. They bought at a certain price, say \$1,035. Now they are called upon to pay an additional \$500 per chest to Kwong Wing Yuen for a so-called "licence" to sell opium again to anybody, or to prepare the chests for importation. No foreign opium can be imported in the two Kwang provinces. Hongkong excepted at the monopolist's price, and at that is ludicrous, the trade is paralysed.

The Government of India sold all this opium to the dealers. There are 4,000 chests of it in Hongkong, and counting the total here and in India there are 15,000 chests of Bengal opium in stock of an assessed value of over three millions sterling. All this stock must remain unaltered for a considerable period of time or it will promptly sold, must be sacrificed at a great loss. The Government of India, the Government of opium in Calcutta will be very considerably affected, and the Indian revenue will suffer acutely. Not only will the Indian revenue be penalized by this violation of Treaty, but the importers, and therefore the trade of Hongkong, for it simply means the gravest damage to this business. The insurance companies here will feel the difference, and the shipping firms, will experience loss of freight. Bankers too will lose. "And who will be the better for it? Nobody, least of all anybody in Hongkong, which would be losing the trade over of about eighty-four millions. In a year more the opium trade to cease altogether. We must remind our readers that the additional tax levied by this sudden enforcement of an illegal monopoly has been vigorously protested against by British merchants, and that only last year the Chamber of Commerce of Hongkong succeeded through the kind offices of the British Consul-General in Canton in getting it suppressed. As long ago as 1902 this same illegal levy was stopped at the instance of the Consul-General, supported by H. B. M. Ministers in Peking. It is only now, at last, that the Chinese have succeeded in what has no less than a repudiation of their Treaty obligations. This is a tax levied on raw opium imported into China, and for the Chinese to call it a "prepared opium licence" will not alter the fact. When the native dealer wishes to buy foreign opium in order to boil in imported opium he must go to Kwong Wing Yuen for a "permit" to buy. For this permit he has to pay at the rate of \$500 for every ball of raw opium he wants. This is calculated as follows. It is laid down that every ball of foreign raw opium must be worth at least 300 taels, or 300 dollars. To get this money it is reckoned that a much raw opium will produce so much weight of prepared opium when boiled. According therefore to that reckoning, every ball of raw opium should produce 57½.

It is just as if the Government of England were to declare that raw cotton may not be taxed, but cloth may, and that one bale of cotton being calculated to produce when woven say 100 yards of cloth, and the tax on cloth being one shilling per yard, therefore every bale of cotton must be worth 100 shillings tax. And then the Government to deny that cotton is taxed, and assert that merely the cloth it is made into is taxed, and that therefore the consumer of cloth pays the tax, not the cotton importer! This is what the situation really amounts to, it is outrageous to lay on importers, and a gross violation of Treaty.

MONEY LOAN ASSOCIATION CASES.

ACTION TAKEN ON ITS MERITS.

8th inst.

Before Mr. Justice Macleand, the Acting Judge, in the Summary Court this morning there was a continuation of the case in which Chow Cham sued a young woman named Yee Shauk for the sum of \$105, for 21 instalments of \$5 each, in respect of \$ Money Loan Association, of which plaintiff is promoter and defendant a member. It will be remembered that at the original hearing of the action, the defence raised a point of law that the plaintiff company was composed of more than 20 members and therefore could not recover. Judgment of the point of law was entered in favour of the plaintiff and it was then decided to try the case on its merits, hence the present proceedings. Mr. E. Davidson, of Messrs. Hastings and Hastings, appeared for the plaintiff and Mr. D. J. Stevenson, of Messrs. Deacon, Lockyer, and Deacon, appeared for the defendant.

paid in London: When an act of bankruptcy

in London. When an act of bankruptcy was committed, a person had no other remedy but to go to the Bankruptcy Court. He could not very well sue. The debtors had absconded.

His Lordship—I don't think I can grant the application on a mere suspension of payment. If you like I will grant the application on the ground that the other debtors absconded.

Mr. Grist—I don't think your Lordship will be establishing a precedent. Nine cases out of ten which come into this Court are brought forward on that ground.

His Lordship—I haven't come across one with the exception of one.

The application was granted.

ASSETS CONSIST OF CINEMATOGRAPH APPARATUS.

Re. Wong Fung Shuk.

Mr. F. X. Almada said he appeared for Mr. Otto Kopp Sing. The debt amounted to \$5,370 and the assets were \$5,400, consisting of assets of cinematograph apparatus in the Saloon Cinematograph, furniture in the Saloon Cinematograph and a debt of about \$700 due from the Hongkong Government. A sum of \$3,000 had also been deposited as security for the comrade.

The Official Receiver—The applications should not be granted unless substantial assets can be shown. In a small case like this the order for costs should be made on Summary Court costs.

Mr. Almada—I have no doubt Mr. Otto Kopp Sing will have Mr. Fletcher on the question of costs.

The application was granted, costs to be agreed upon between the parties.

THE ONLY ASSETS A SUNKEN SHIP.

Re. the Yee Fat Company.

Mr. Hinds said that was an application to withdraw debtors' petition in bankruptcy. A deed had been entered into between the various partners in the Company and all the creditors to whom were due really large sums of money by the mortgage of the Yee Fat Company. All the creditors were agreed that they will not sue the Company until after six months from the raising of the ship. It was agreed that debtors should withdraw their petition. The terms of the agreement were that payment would be made in full as soon as the ship will have been raised.

The application was granted.

INVOICES WHICH DISAPPEARED.

Re. Lam Che-ong.

The Official Receiver stated that debtor had already been ordered by the Court to produce two life policies, which debtor failed to do. At the last sitting of the Bankruptcy Court it transpired that debtor had obtained \$2,000 of \$2,000 worth of goods which he shipped to America and made contradictory statements as to invoices. He would take up debtor's examination on that point.

The Official Receiver—Where are the invoices?

Debtor—A copy of the invoices was kept by my *foh*. I thought they were safe but the *foh* went to the country.

Where are the bills of lading?—You did not ask me that before.

I'm asking you now.

They were locked up in the drawer, were they not?

I'm asking you where they were?—The accountant had them.

Who was the accountant?—Lam Yik. The *foh* went to the country, the place was seized under distress and I never saw the invoices.

Why didn't you tell me of the invoices?—I thought they were quite safe and the *foh* would be able to produce them when the *foh* returned from the country.

Did you employ remittances to repay deposits?—I was forced to do it.

So many remittances were sent you that you had only \$5,800 good debts?—There were still due over \$5,000.

Why didn't you mention it in your statement of affairs?—I did not. I expected to recover the \$5,800.

You had no cash in hand?—No.

Knowing you could receive only \$3,800 you obtained goods worth \$20,000 or \$30,000?—I was expecting the other debts to turn up.

You just said that they were bad?—Had the people not found me to pay the deposits would have had enough to go on with.

How?—I had enough.

The Official Receiver at this point informed his Lordship that he was in possession of last year's books. The other books had disappeared. A fire occurred at a shop in Connaught Road West. The *fohs* of the debtor ran out of the shop with the books and evidently got excited that they never returned with them again (Laughter).

(To debtor)—Where did the fire occur?—at No. 1 and the fire broke out at No. 1.

Are you aware that the people on the first floor and underneath did not run away?—The flames came through the back of the house on the second floor.

They did not run away?—The doors were closed and I don't know whether they took the books out of the house or not.

How did your *fohs* get out of the house?—Through the roof.

What happened to the books?—They got lost in transit.

You live on the 3rd floor?—Yes.

I'm informed you can't get to the roof?—Yes, certainly.

What are these two books?—One is a cash book and the other is a ledger.

Last year's?—Yes.

The entries are first made in the cash-book and then entered into the ledger?—Yes.

Among Chinese accountants the word "chow" is generally used to indicate that the entries have been copied?—I know nothing about an accountant's business.

You know enough of Chinese business?—Yes.

No entries can be made into the ledger without a cash-book?—That is so.

Further questions having been asked, the examination was adjourned.

ILLEGIT CHANBU.

ANOTHER LARGE SEIZURE.

The Singapore Free Press of 31st ult. says: Yesterday afternoon the preventive staff paid surprise visit to the *Glenfallach* which arrived here last week but is in quarantine for some days. After searching through the ship they made an important find in one of the almirch in the tween decks on the main deck. They found hidden away there forty tins of opium, 4,560 bottles of cocaine, ten tins of champagne and a pound and a half of morphine, the total value being estimated at \$5,000.

The *Woo Bin* steamer, last of late had appeared in the bay and was later found to be active in the surrounding districts. The *Woo Bin* had been here and in Penang.

The ship has left Singapore but on her return action will be taken.

THE UNREST IN CHINA.

FURTHER TROUBLE IN HUNAN.

Telegrams from Chungking state that the unrest is spreading and that some are being active in the surrounding districts. The *Woo Bin* has left.

THE MINT.

a new standard of coinage which will be uniform throughout the empire of China, the Canton Provincial Mint will stop work altogether on the 6th instant pending the receipt of further instructions from Peking.

NAVAL AND MILITARY EXPENDITURE.

The total amount of expenditure incurred by the Provincial Government of Kwangtung for the navy and army during the last Chinese year was 2,300,000 taels as reported by the Military Department.

CHEAP DISTRIBUTION OF RICE.

8th Inst.

Four large marshes are being erected in four different quarters in Canton: one in the Southern suburb near the bund; one in the Western suburb; one at Womeng Shu and one in Honam, for the purpose of the cheap distribution of rice as one of the relief measures against famine.

MARKET HELD UP.

An official report has reached Canton that on the 2nd instant a gang of robbers numbering about a hundred attacked the market-place of Wing Ping, in Samshui district, and ransacked sixteen shops in all, carrying away with them money and valuable property assessed at ten thousand dollars besides kidnapping five persons, 4 men and 1 woman. The robbers entered the market about 2 p.m. and did not leave till 4 a.m. in the following morning. The local militia-men offered no resistance to the robbers as the latter were well equipped with arms and ammunition.

ADMIRAL LI CHUN.

Admiral Li Chun, who received a nasty injury on the 26th ultimo as the result of a collision between his bicycle and a ricksha when on his way to Intang to attend the opening ceremony of the Lok Shin Hospital, is reported to be in a serious condition, his right arm having been fractured. Admiral Li is now attended by two medical men.

VICEROY'S SECRETARY.

9th Inst.

Expectant Prefect Lo Chün Shun has been appointed H. E. the Viceroy's chief secretary, in succession to Taotai Shun Tong Fong, who left here for the North about two months ago and the post has remained vacant ever since.

FLOOD FEARED.

The West River has risen considerably during the week, being about eight feet above the normal level, and fear is entertained by the people in the neighbouring districts of Canton that floods might threaten the country.

CANTON VICEROY CASHIERED.

THE RECENT RIOTS.

Peking, June 6.

In connection with the Canton riots during the Chinese New Year celebration on H. E. Yuan Shu-hsun, the Viceroy of the Two Kwang, has been cashiered, but is allowed to retain office.—*N. C. D. News.*

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

KOWLOON BRITISH SCHOOL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—As a British Master with a child at the above school I should like to state that my child was placed there about two years ago and was then, owing to varied circumstances, much further behind than the average child at that age. With a little assistance regularly with the home lessons and the individual attention received at school I was delighted when I found at the end of the session that my child was almost on a par with the others and passed the examination successfully.

As to school hours. In the winter months when there are no compulsory holidays the school is open 5 days per week for 5 hours a day, i.e. 25 hours. In the hottest months there are 12 or 22 hours per week of 5 days. Therefore, suppose we have one day off in a particular week in one of the hottest months there still remain 16 hours of schooling.

This is not including an extra hour almost every day personally given by the Headmistress, who judiciously keeps some scholars behind to thoroughly understand and finish whatever work they have been unable to get through in the regular time allotted to the others. The said teacher could without out compensation close at the stipulated time but for several years has been accustomed to thus voluntarily to give extra attention to the pupils, and now, having been promoted to head teacher only last month, continues this energetic and unselfish practice. I feel it my duty to contradict the statement made by "British Paper" about only nine hours' teaching in the week previous to his letter. You comment about Empire Day reflects therefore on his statement, not on the school, for that week sixteen hours' work were done, by all and by some of the scholars with the head teacher, twenty hours. The number of hours of work during the summer is regulated by the Government doctor who will not allow European children to work for too long in this hot weather. The children begin school a nice clock and with a short interval for a night lock at eleven continue till one—some of them remain till after two o'clock under the personal tutelage of the head teacher. I am inclined to think the hours in not wasteful quite long enough. As to its being an expensive school this would require being gone into at great length. Suffice it to say that we are all aware of the fees charged when we agree to send our children there, and we do so, as it is entirely a school for foreign children and taught exclusively by British teachers. There is an alternative for those who consider the fees excessive. A very good school of mixed classes is taught by the gentilest of teachers, very much cheaper and quite accessible, is the Italian Convent in Kowloon. I think you ought to know these facts and that you should do justice to the Headmistress who has so fully been in charge for one month, but whose capable teaching and unwearied diligence have earned the appreciation of many parents, and of Yours truly,

A BRITISH MASTER.
Hongkong, 9th June, 1910.

STREET NAMES—AN OMISSION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—I understand that in the naming of public streets special care is taken to perpetuate the names of residents who have been intimately connected with the life of the Colony, e.g., Des Voeux Road, Robinson Road or Chater Road. So far, as thoroughfare to my knowledge has been graced through being named after our country knight, Sir Hongkong Moyle, whose benefactions to Hongkong do not require to be enlarged upon at this time of day. Perhaps the Director of Public Works will see his way to this christening of a Back Street, which is not only one of the new "Bobby" residents, which is to be the new week end which is to be the new street and which is to be the new street and which is to be the new street.

The Rival Routes to Canton.

RAILWAY & RIVERWAY.

(Special to the "Hongkong Telegraph.")

Now that we have come within measurable distance of the inauguration of traffic on the Kowloon-Canton Railway, it is not without interest to note the evidence of increased animation on the part of river steam-boat owners, who do not fail to recognise in the new Hongkong's lucrative trade with Canton. Already an approximate date has been fixed for rolling stock to be set in motion on the British section of the railway, and, admittedly, the engineering difficulties to be overcome on the Chinese section are not nearly so formidable as those that were encountered on this side of the Frontier, so that a speedy joining-up of the lines may be confidently anticipated.

When the railway comes into full operation it is only naturally to be expected that its work will have a sensible effect upon the river-borne traffic between this Colony and the Capital of the Two Kwangs. In respect both of passengers and cargo. Of course, as the promoters were careful to point out at the time of its inception, the railway was not projected as a competitor for the river trade, but the river-boat companies to the death. There is no question of ousting the established carriers, no danger of a

CUT-THROAT POLICY being pursued or a freight war declared. No, the railway is supposed to open up a new trade for itself, to develop fresh fields of unexploited produce. There is to be no menace offered to the present interests in the interport trade, so long monopolised by the river craft.

That the railway will serve a great purpose in developing the resources of British Kowloon is an accepted proposition. It is also generally conceded that the line will prove a most valuable asset in the development of the Hongkong, bridging the remote areas, hitherto unserved with direct traffic facilities into close communication with our seaport, and cementing the solid common interests that subsist as between this Colony and Southern China.

But withal the protestations of the railway projectors, there is no doubt that the steamship owners interested in the Canton River traffic do not regard it all with equanimity. The advent of railway competition, as already hinted, they have begun to feel their own order, so as to be able to meet their own competitor on level terms. There are rumours of schemes for faster sailings to Canton, more frequent despatch of steamers, and the introduction of cheaper rates for passengers and freight. At this time of day it is needless to dilate upon the

IMPORTANT POSITION that the Canton trade occupies in the shipping life of this Colony. Over and above the immense fleet of junks engaged in this river traffic, no less than half-a-dozen steamers clear from Hongkong every day for Canton, not to mention the West River craft that keep up a constant service.

Not that the change of some of these boats be lightly regarded, it serves in no inconsiderable measure to develop the shipping returns of Hongkong to those dimensions which enable our port to the leading place amongst the great seaports of the British Empire. For instance, one could hardly find a better type of river vessel than those of the Hongkong, Canton and Macao Steamship Company, of the Messageries Maritimes or the "Kwang" line.

Yet it is on the cards that faster steamers are to be put on the run, and sailings accelerated. It is stated in shipping circles that one of the concerns mentioned above has already arranged for the disposal of one of its vessels—a vessel of 12 to 14 knots—with a view to her replacement by a 20-knot flyer, and very probably a 25-knot flyer to follow. The premier steamboat company has always got the credit of keeping

A LITTLE UPITS SLEEVES, as regards the speed-running of its craft and if all accounts be true the two "Shan" boats have been known to develop a 16-knot pace on occasion.

It may be remembered that some years ago a gentleman, but unknown in connection with some of our local business enterprises, propounded a scheme for putting a turbine steamer on the Canton run. The vessel was to have a speed capacity of 20 knots and to do the double journey in daylight. For some reason or other the project was not followed up at that time, nor has anything further been heard of it since then.

But so far as the double daily run is concerned, this appears to be on a fair way towards accomplishment, by means of accelerated driving conditions to be introduced on the river steamers. Although it would not be convenient to make both journeys by daylight, it is pointed out that the steamer from Hongkong to Canton, and vice versa, would be able to do the return trip inside 24 hours, with 12 hours where to transact business or pursue pleasure, as the case may be, at their port of destination. And this does not entail any great alteration in the sailing fares.

AS REGARDS FARES, the railway will find it difficult to underbid the steamship rates, as Chinese can travel to Canton at present for little as 50 cents a head. So far, the rates to be charged by the railway have not transpired; but it is hardly likely that those will much exceed the steamer rates. In the matter of freight carriage, the advantage undoubtedly lies with the river boats; but, on the other hand, the railway will serve as an outlet for the fruitful Samcheu valley and other fertile frontier districts, the produce of which hitherto has largely to be sent down the creeks and sluggish rivers in laborious flat-bottomed boats.

That the Chinese will take kindly to the railway is quite to be expected in view of experiences gained on other railway routes in China. The nearest section of completed railway line from which a sort of guidance may be taken is the 35-mile track from Shek-wai-tong (Canton) to Samshui. For this journey the lowest fare is 20 cents, and the trains are generally crowded. If the management of the Kowloon-Canton railway can carry passengers at rates approximately as low as the river boats, and at a speed calculated to cover the distance in some five hours, they may very well anticipate the appropriation of a good slice of the river traffic. But time will show.

THE ADMINISTRATION ACTION.

JUDGMENT DELIVERED IN A CASE WHICH LASTED 51 DAYS.

At the Supreme Court this afternoon, Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, delivered judgment in the case in which Li Chuk Hung sued Li Shik Pang for an account of the estate of his late father, Li Ka Shing, in which the sum of \$30,000 to \$100,000 was said to be involved. Dr. Ho Kai, M.B., C.M.O., and Mr. Eldon Potter, instructed by Mr. W. W. Golding, of Messrs. Golding, Barlow and Morrell, appeared for the plaintiff, and Mr. W. Slade, K.C., and Mr. G. G. Abbot, instructed by Mr. Dixon, of Messrs. Deacons, Lyoner, and Deacons, were for the defendant.

In the course of a two-hour judgment, his Lordship explained the nature of the action, which was brought to that Court in its Probate Jurisdiction. The case was one which bristled throughout with what was known in China as *loze* names. According to Chinese law, the death of a man's concubines had equal rights and the conflict of evidence, to use a mild expression, was very marked. There was unfortunately much time taken up in discussing as to the translation placed by the respective parties on the numerous entries in documents, books of accounts and balance-sheets and he ventured to suggest that if it should again fall to the lot of a Judge to try a case of over 50 days' duration, it seemed to him that it was extremely desirable, and he thought, necessary, as far as possible, that the translations of such lengthy documents should be agreed upon between the parties prior to the hearing of the action, or, failing an agreement, to rely on the directions of the Court. A portion of defendant's evidence was most unusual, and at one stage of the case the defendant laid out a half-share of which he had disposed was given in the nature of a gift but there was considerable doubt in his Lordship's mind as to the alleged gift. After carefully reviewing the evidence he was of opinion that the plaintiff had established his case and it was clear that defendant was liable to give to plaintiff an account of the estate of the deceased. It was somewhat unfortunate that several witnesses who could have given material evidence were dead and the only person besides the defendant who spoke to the affairs of the deceased was Li Hoi. After giving the mass of evidence which had come into the case full consideration, the conclusion he arrived at was that plaintiff was clearly entitled to a relief being granted him. The case had disclosed facts which cast serious, and in one instance well-founded suspicion against the bona-fides of the defendant, and, taking, as he did, his view of it, and in particular, to certain statements in respect of one of the firms, he was of opinion that the Court should exercise a special discretion as to costs. The judgment was given as follows:—Judgment for the plaintiff for an account of the Ma Sing Tong issue with the general costs of action except so far as they have been increased by the Ma Sing Tong issue and defendant to bear all his own costs.

Mr. Potter asked for judgment for the plaintiff with costs.

Mr. Slade applied for a stay of execution pending an appeal.

The application was granted, with the usual undertaking as to costs.

HONGKONG'S RIVAL.

THE FORMOSA SUGAR INDUSTRY.

As every one knows, says a vernacular contemporary, the sugar industry in Formosa has made wonderful progress. The production of each sugar mill in Formosa has reached a quantity beyond all expectations. The profit made by the companies is estimated to be very large, as the sugar market has been exceedingly active. The sugar-refining industry in Formosa has been so favourable in the present half-year that it has had no equal among other industries in Formosa or in Japan proper. Even those engaged in the sugar industry in Formosa themselves must be surprised at the production of sugar at the principal sugar mills in Formosa for the present half-year is estimated as under:—

Formosa Sugar Company	80,000
Ensuiko	270,000
Dai Nippon	250,000
Meiji	170,000
Oriental	130,000

Total 620,000

When the production of the Ban and other mills is added, the total production will swell to about 1,800,000 bags. Taking the market price of sugar at ¥13.20 per bag or picul, there will be a net profit of about ¥3 on each bag after deducting the following expenses:—

Cost of sugar cane	¥3.20
Transport charge	0.30
Producing expenses	1.50
Sundry expenses	0.30
Tax	0.30

Total ¥10.30

This will show how lucrative is the business of sugar-refining by means of machinery of the latest pattern. When the quality of sugar cane is improved and the management at the mills reformed, the profit will be still larger. Adding the revenue from the passenger and goods traffic on the railway lines owned by each company, the interest on bank deposits, and other sundry receipts, and deducting the interest outlays, which cannot be stated at general figures (1), each company will be able to reap a net profit of from ¥4.80 to ¥3.60 per picul. In these circumstances some of the companies in Formosa are in a position to distribute a dividend at the rate of 30 per cent., but they are restricting the dividend to the same rate as for the preceding half-year lest envy should be aroused among the public. (We are not surprised at the caution exhibited, for while by the assistance rendered by the Government these mills are reaping prosperity, the price of sugar has doubled.)—*Japan Chronicle*.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council held at the Board Room on the 7th May, 1910. Present:—Messrs. K. Wang (Chairman), J. S. Fenwick, C. Lee, J. Mendenhall, L. I. Thomas, K. T. Mutsaers, and the Secretary.

The minutes of the last meeting were read and confirmed.

A despatch was read from H.B.M.'s Consul announcing the death of His Britannic Majesty, King Edward the Seventh.

A despatch was read from the American Consul informing the Council that he has turned over the Consulate to Mr. Charles F. Brissel.

The question of quarrying on the island was discussed, and a petition was read from Chinese residents against such quarrying. The Council decided to obtain from the Consul a copy of the opinion as to whether the Council has the power under existing regulations to stop quarrying.

A letter was read from the Revd. G. M. Wales, Chairman of the 1903 Land Commission, reporting the completion of the valuation of certain properties and the Secretary was directed to convey to Mr. Wales and his colleagues the Council's thanks for their courtesy in undertaking the work.

A communication from Mr. B. G. Tour, H.B.M.'s Consul, concerning a case of cruelty to a bird was read, and the Capt. Supri reported that the perpetrator was arrested, convicted in the Mixed Court, and sentenced to six months. The Capt. Supri reported that the following cases had been dealt with at the Mixed Court since the last meeting:—*Sommones: Dabit*, Constructing a wharf without the permission of the Council and the Harbour Master; *Blasting* contrary to Municipal Orders; *Assault*, Throwing rubbish into public drains; *Breach of Agreement*, Non-payment of fees; *Breach of Municipal Regulations* (Disorderly house); *Summary Arrest*; *On application with being concerned in causing the death of a woman*; *Breach of Opioid Regulations*; *Orucely*, to a bird; *Theft*, A Committal; *nuisance*, Leaving his employ without giving due notice; *Using threats*.

(Signed) W. KRUSE, Chairman.

By Order, C. Berkeley Mitchell, Secretary.

Chinese Labour on the Rubber Fields.

A GREAT OPENING.

(Special to the "Hongkong Telegraph.")

Whilst ordinary observers have their attention focussed upon the feverish movements of the rubber market at present, there are many aspects of the increased activity in this industry which are very commonly overlooked or underestimated. Apart from the most important considerations in connection with the rubber trade, that of labour supply, and however much it may have been obscured in the past, this is a matter that cannot be ignored much longer. Rubber speculators may see no farther than the end of one day's quotations, and parade the disregard of the practical issues. But to the man on the spot—the managing planter on an estate—the securing of labour presents a very serious problem indeed.

We in Hongkong are mostly interested, of course, in the rubber concerns of British Malaya as opposed to those of Brazil, East Africa or the Southern Archipelago. In the

investors cannot but feel that they enjoy at least that beneficent security for their capital which British administration of the country is calculated to ensure. In the direction of labour supply the Government has been most careful hitherto to provide every facility: which the planters desire. The result is that at the present time there is in existence well regulated bureaux in Singapore and Penang to deal with the constant coolie immigration that flows into the Federated Malay States.

It is a matter of common knowledge that to the Chinese belongs the credit for opening up the vast mineral and agricultural resources of the Peninsula. So far as the Malays are concerned, the natural riches of the country might have lain fallow to this day. The Malays are a light-hearted, indolent race, content in their primitive state to live on the easily won fruits of the soil, which needs only to be tilled with a hoe to smile with a bounteous harvest. According to old Malay records, there were

CHINESE SETTLERS in the country three or four centuries ago. Certainly, when the British first gained a footing on the peninsula, they found Chinese traders established among the natives. Needless to relate, it was not long before those hardy pioneers from the Celestial Empire came to appreciate the vast potentialities offered by exploitation of this virgin country—a veritable treasure-house of natural wealth.

In the early days of British administration in the Straits Settlements, Chinese immigration was encouraged to the full, and as the years rolled on, and the immigrants were brought into the country, spreading themselves in all directions, the Chinese people, as a whole, came to be known by the Malay people. On the contrary, the Chinese were well welcomed and with unfeigned equanimity the Malays saw them gradually becoming a power in the land. Nor did this

lead to disappear as the country was developed. The Chinese exploited the valuable trade in jungle produce; planted up coco-nut, sugar, and coffee; and later on, when the great deposits of the land were discovered, they engaged with avidity in tin-mining. Rubber planting, as an industry, is of comparatively recent growth in the Malay States. But here also the Chinese were among the first to recognise in it a productive field for investment. Nor has their foresight been belied.

As the Malayan rubber fields were being opened up, one of the main difficulties that confronted the planter was the getting of the necessary coolie labour. For the strenuous work of jungle clearing the Malay labourer was entirely unsuited. At the best of times he is not a lover of hard work. It was found, too, that he was not even adaptable to the lighter toil of the planted field. In these circumstances recourse was had to the more robust Javanese and the sturdy Chinese.

It remains a peculiar fact, however, that the Chinese did not seem to take eagerly to plantation work. Must of these immigrants, indeed, made for the tin mines, where if the labour was harder the pay was correspondingly higher. Planters, began to see that they must look about for fresh recruiting grounds if the labour supply were to be maintained, and almost inevitably they fixed upon the

COROMANDEL COAST as the most likely territory from which to enlist plantation coolies accustomed to work under a tropical sun. Every assistance possible was lent by the Government; immigration depots were established in India, and to-day there are many thousands of indentured Tamil coolies engaged in the rubber industry of Malaya. These Indian coolies make excellent field labourers; and one factor in their favour is that, unlike the Chinese, they are able to bring with them their wives, for whom, also, their place of employment to be found, although at slightly lower wages than is earned by the men.

But now that the rubber boom has brought a multitude of new rubber enterprises into existence and has precipitated the clearing and planting-up of hitherto untouched areas of the older estates, the problem of labour supply becomes more and more insistent for solution. The army of plantation coolies in the Malay States will have to be hugely increased to cope with the work of opening up the

LAST NEW TRACTS of country that are to be brought under rubber cultivation. There are disquieting rumours abroad to the effect that planters will have to cease to look to the Coromandel ports for indentured immigrants, but in any case there is no doubt that the rubber fields are offering and will continue to offer a splendid field of labour for the Chinese.

The enhanced rate of wages which is following upon the rise in rubber is bound to attract a great deal of that Chinese labour hitherto absorbed by the tin mines; and such absorption means that its place will have to be filled by immigrants from China. So that, what may happen, the rubber boom, if calculated largely to benefit the race who first exploited the country, whether represented by the Chinese millionaire plantation owner, the trading middleman, or the humble coolie.

LADY MAY "AT HOME."

AT MOUNTAIN LODGE.

Lady May will be "At Home" at Mountain Lodge at 4.30 p.m. on Friday, until further notice.

S.S. *Panama* Mail, newly built at Nagasaki Dock Yard for O.S.E. Trans-Pacific service, left Yokohama on the 4th inst. on her maiden trip, and she is expected to arrive here on the 11th inst., after calling at Kobe, Manila and Manila.

RUBBER VALUATIONS.

MR. MALCOLM CUMMING'S BASIS ENLARGED.

A SYSTEM WHICH EVERY PLANTER MIGHT FOLLOW.

In the present position of the rubber business what is a fair basis on which to decide the purchase value of an estate? We have had occasion to point out the inaccuracies and ambiguities which arise from the absence of any definite system, each man going his own way, sometimes blindly, and sometimes using valuer's phrases without attaching thereto the correct valuer's meaning. Valuing Sengat Estate, Mr. Malcolm Cumming, than whom business man in Malaya, wrote as follows:—

Valuation.—Valuing on my old basis of valuation:—

- (1) Seven years' purchase.
- (2) Rubber, gross, 35 per lb.
- (3) The cost of production at 15. 6d. per lb., including all charges.
- (4) Estimating a yield of 100 lb. per acre in fifth year, 200 lbs. per acre in sixth year, 300 lbs. per acre in seventh and following years.
- (5) Valuing the reserve land on these terms and in this position at £5 per acre, and making certain deductions for vacancies, short growth, etc. on some of the fields, the value of the property was put at £28,742; but in view of authentic forward sales of rubber for the current year, and rumoured forward sales for the current year, and taking into account the fact that the production of this estate is likely to be for five years, we have the following figures:—

First year, 100,000 lbs. rubber	£35,000
Second year, 200,000 lbs. rubber	40,000
Third year, 300,000 lbs. rubber	37,500
Fourth year, 300,000 lbs. rubber	30,000
Fifth year, 300,000 lbs. rubber	15,000
at 15. net	£147,500

In order that there may be no doubt as to the nature of the five years' purchase valuation we may explain that it covers 240 acres of rubber from 6 years old to "just planted," 19 acres of hospital reservation; 604 acres of reserve land which Mr. Cumming would have valued separately at £5 per acre; and in addition there are the following buildings:—Four sets good permanent Tamil coolie lines, Two sets good permanent Tamil coolie lines now being built. Two sets Malay lines of twenty rooms each. One hospital and suitable building and district quarters. One permanent Tamil shop. One well-built Hindu temple. One manager's bungalow (semi-permanent). One assistant's temporary.

This estimate of £147,500 is a true valuation of the five years' purchase basis. It is the net estimated revenue from the property in a period of five years (yields and prices being taken as stated in the quotation we have made).

It should be noted that Mr. Malcolm Cumming's scale is a buying one. Some time ago we put forward a scale of our own which was designed to test the investment value of a company on the basis of its total authorised capital. For that purpose we took a seven years' purchase and made no allowance for reserve land, because we assumed that within seven years the best reserve land can be planted up and brought into bearing. A buying scale, as an explanation, scale must not be founded, because to a purchase price one-third to one-half more or even a greater amount is generally added to provide working capital, cover expenses of promotion, etc.

With this explanation we may take Mr. Malcolm Cumming's Sengat valuation as basis of a scale which any planter of average experience can use in his purchase valuations, and which any investor can turn to for the purpose of seeing how a purchase in which he is interested compares with the standard set by the best-known planter and valuer in Malaya:—

MALCOLM CUMMING'S SCALE.

For valuation of a Rubber Estate on basis of five years purchase of the net profits on output.

It is assumed (1) That trees in their fifth year will yield 100 lbs. of rubber, in their sixth 200 lbs., in their seventh and subsequent years 300 lbs. (2) That net profits in first year will be 5/- per lb., in second 4/-, in third 3/-, in fourth 2/-, in fifth 1/-.

NET PROFITS PER ACRE.

Tree Ages	Year	Yield	1st	2nd	3rd	4th	5th
			1/-	1/-	1/-	1/-	1/-
5th year	Yield 100	25	5	5	5	5	5
6th year	" 200	50	40	30	20	10	5
7th year	" 300	75	60	45	30	15	10
8th year	" 300	75	60	45	30	15	10
9th year	" 300	75	60	45	30	15	10

EXAMPLE.

Let us suppose that an estate which is being valued has:—

- (a) 100 acres 4 years old.
- (b) 100 " 3 " "
- (c) 100 " 2 " "
- (d) 100 " 1 " "
- (e) 100 newly planted.

These trees will be entering their fifth, fourth, third, second, and first years respectively. In the first year each acre of (a) will return £25, in the second £40, in the third £45, in the fourth £30, in the fifth £15 a total for the five years of £155 per acre which is equal to £15,500 for the 100 acres.

In the first year (b) will return nothing; in the second year each acre will return £40, in the third £30, in the fourth £15, a total for the four years of £105 per acre which is equal to £10,500 for the 100 acres.

In the first and second years (c) will return nothing; in the third year each acre will return £45, in the fourth £30, in the fifth £15, a total for the three years of £90 per acre which is equal to £9,000 for the 100 acres.

In the first, second and third years (d) will return nothing; in the fourth year each acre will return £40, in the fifth year £30, a total for the two years of £70 per acre, which is equal to £7,000 for the 100 acres.

In the first, second, third and fourth years (e) will return nothing; in the fifth year each acre will return £15 which is equal to £1500 for the 100 acres.

Therefore, the valuation of the estate on the basis of five years purchase of the net profits on output will be:—

100 acres 4 years old	£15,500
100 " 3 " "	9,500
100 " 2 " "	9,000
100 " 1 " "	2,000
100 newly planted	1,500
Total valuation	£37,500

If a part of the rubber plantation is cleared in each year, or is of greater age, the valuation for each acre of that part will be:—*For 4 years*, £15, £10, £9, £7, £1, a total for the five years of £42 per acre.

RATIO OF VALUE.

From the scale as above it becomes quite easy to construct a secondary scale showing correct ratios of value between rubber of one age and another. Thus to say, we compare rubber with reasonable accuracy in what proportions the young and old trees will contribute to the total of a five years purchase valuation.

Thus one acre of newly planted rubber will come into bearing at the beginning of the fifth year, and its output of 100 lbs. at net profit of 1/- per lb. will give a return of £25.

An acre of rubber which is aged six years or more at the time of purchase will, as we have seen, earn in the five years £225, or, at least, but as 45 times as much to the total as the newly planted.

The ratios for intermediate ages are shown in the subjoined table, to which is added a column showing the value per individual tree based on an assumption of 150 trees to the acre.

RATIOS OF VALUE—ACRES AND TREES.

Age	Profit per acre of 5 years.	Ratio Value.	Profit per tree of 5 years.
New	£ 5. 0. 0	1	8d.
3 months	15. 0. 0	3	1/2
6 " "	15. 0. 0	3	1/2
9 " "	20. 0. 0	4	2/3
1 year	20. 0. 0	4	2/3
2 " "	40. 0. 0	8	1
3 " "	45. 0. 0	9	1 1/2
4 " "	155. 0. 0	31	20/8
5 " "	200. 0. 0	40	26/8
6 or more	225. 0. 0	45	30/8

The profit per tree column should only be used when checking a valuation made by a valuer who gives the number of trees and their ages but no indication of the acreage.

RESERVE LAND.

In estimating the value of an estate with a fairly large acreage of growing rubber it is quite reasonable to include within the five years purchase limits an amount of reserve land equal to the total of the planted area. In the Sengat valuation, Mr. Cumming allowed his five years purchase to cover about 600 acres of reserve land which, taken separately, he would have put down at £5 per acre; and in addition there are the following buildings:—Four sets good permanent Tamil coolie lines, Two sets good permanent Tamil coolie lines now being built. Two sets Malay lines of twenty rooms each. One hospital and suitable building and district quarters. One permanent Tamil shop. One well-built Hindu temple. One manager's bungalow (semi-permanent). One assistant's temporary.

Many new ventures, however, are quite as much in the nature of a land purchase as of a rubber purchase, and this must be provided for. If, for example, an estate of 5000 acres is bought on which there are 500 acres of growing rubber which by the scale will yield £32,500 (see the illustrative case above) it will be quite fair to follow the Sengat model and to include, in the valuation the 500 acres of reserve land and all buildings, etc. But we may find another estate also with 500 acres of rubber capable of producing £32,500 and possessing in addition not 500 but 4500 acres of reserve land. Either we must treat all reserve land beyond a certain amount as of no value, or we must provide for the excess outside the five years purchase valuation. This latter seems to be the fairer course and it seems to be the right one to apply. Reserve from catch crops or cocoons should be added to the rubber valuation, and the land covered by these catch crops should be added to the total of reserve land if it is intended to use it ultimately for rubber growing. Let us suppose, then, that the estate we have to deal with is as follows:—

- (1) Total area of the estate 5,000 acres.
- (2) 500 acres planted with rubber, viz. 100 acres 4 years old, 100 acres 3 years old, 100 acres 2 years old, 100 acres 1 year old, 100 acres newly planted.
- (3) 100 acres planted with tapuca.
- (4) 1,000 acres planted with tapuca.
- (5) Reserve land suitable for rubber planting (including areas at present under cocoons and tapuca) 4,500.

VALUATION.

Basis for first part of valuation: five years purchase of the revenue producing assets, such purchase to include buildings, plantations, stock, and 500 acres of the reserve land:—

500 acres of rubber £ 32,500
100 acres cocoons at £4 per acre 4,000
100 acres of tapuca on basis of three full crops at net profit of £5 per acre for each crop 15,000

FIVE YEARS PURCHASE VALUATION.....

40,500

4000 acres of excess reserve land (including land under tapuca) at £2.100. per acre.....

10,000

Total valuation.....

£50,500

We anticipate the objection that an estate on which there is a large acreage of very young rubber would suffer in the comparison under this system, although its prospects of becoming highly profitable in six, seven, or eight years may be extremely good. To that the reply is obvious. The distant future of the rubber industry is a hidden mystery, bound up with questions of demand and supply which none of us can answer, and all investments on a basis of long deferred return must be extremely risky. The capital of such ventures, therefore, is absolutely necessary to bring the land into bearing, and there is no room in them for high purchase prices, option holders' profits, underwriting fees and the like. We may forecast the next five years with moderate accuracy, but the most skilled cannot see farther—cannot see even as far with positive certainty.—*Straits Times*.

SUNNING RAILWAY.

FURTHER EXTENSIONS CONTEMPLATED.

[From Our Own Correspondent.]

Canton, 28th May.

The work on the extension of the Sunning Railway from Kuang Yick Fui to the city of Sun Oi district, under the supervision of Chan Yu Hee, is progressing rapidly and it is estimated that the line will be completed, and made available for passenger traffic, about the 7th Chinese moon this year. It is the intention of Chan Yu Hee to further extend the line from Sun Oi to either Fatsien or Canton, thus connecting with the Canton-Hankow Railway and also to build a branch line from Sun Oi to the district of Yangyue. Kuang Yick Fui is trying to use his best efforts to make an additional amount of capital for the proposed project.

Canton River Tragedy.

CUSTOMS OFFICER SHOT.

CHINAMAN RESISTS SEARCH AND COMMITS SUICIDE.

[From Our Own Correspondent.]

Canton, 6th June.

A sensational tragedy occurred in the harbour of Canton this morning. The steamer *Kwong Tung* arrived from Hongkong, a Chinese passenger on board was searched by a Customs officer. While this was going on, the passenger drew out a revolver from his pocket and fired at the Customs officer in the abdomen. The officer is a Frenchman, and it is learnt that he lies in a precarious condition, in the Canton Hospital. The Chinese passenger, after shooting the preventive officer, attempted to effect an escape, he jumped down into a sampan which was lying alongside the steamer. Observing that he could not make good his escape, by any means, as there were several persons on the lookout to arrest him, the man there and then committed suicide on board the sampan by shooting himself.

PARTICULARS OF THE SENSATIONAL AFFAIR.

The brief story of the tragedy conveyed in the above message from our Canton correspondent on Saturday was supplemented by a graphic narrative kindly related to our representative by Mr. P. Backhouse, Chief Officer of the s.s. *Kwong Tung*, which returned from Canton yesterday morning. We give below the details of the sensational affair as reported by this eye-witness of the occurrence.

The *Kwong Tung* arrived at Canton at five minutes to seven in the morning on Saturday last. The ship was just swinging round at the moorings when the Customs officers came on board as usual for the purpose of searching the passengers' luggage. Among them was Mr. Martin who was stationed on the gangway. Martin was in the act of searching a passenger's luggage when a Chinaman brushed past him. The officer called on the passenger to stop. The latter unheeding the request continued to move on. Whereupon Martin went several steps down the ladder following him. The man was carrying a box in his hand. As soon as the preventive officer told him that he wanted to search the box he at once dropped it into the water and almost at the same moment whipped a revolver out of his pocket and turned round deliberately at Mr. Martin in the abdomen. It is believed that at least two shots took effect in the region of the stomach.

Hearing the report of revolver shots Mr. Backhouse, the Chief Officer of the *Kwong Tung*, at once ran in the direction of the sound to see what the firing was.

"I noticed the young fellow (meaning Mr. Martin) stagger on the ladder. I followed and got hold of him. At this time he had got to the top of the gangway ladder. Martin was standing. I asked Martin if he was hit, and he said 'Yes.' I supported him. At the same moment the Chinaman, who had wounded the Customs officer, fired another shot. When it was aimed at Martin or I, I cannot say, but the shot missed him. I dragged Martin into our saloon and laid him down."

These tragic scenes were enacted in rather less time than it takes to relate. While Mr. Martin was assisted in his injured condition into the saloon, several more shots were fired. By whom, it could not be ascertained. It is surmised that the Chinaman must have been hit, as he fell into a sampan that was alongside the ship. Quick as lightning the man picked himself up and began re-charging his revolver. That he was a man well used to fire-arms was the impression created in the minds of those who observed him re-loading the pistol. He drew out the ammunition from a coat pocket and filled the chambers of the revolver without ever looking at them, his eyes being watchful of those around him. When the death-dealing weapon had been re-loaded, the man fired one or two shots more. One was aimed at Mr. Enright, another officer of the Customs' service, who, fortunately, was not hit.

By this time, Capt. Walker, master of the s.s. *Kwong Tung*, was firing several shots in the air to attract attention of the police boats. When the desperado saw that his game was up and that escape was wholly impracticable he got under cover of the boat net, deliberately turned the revolver on himself and, pulling the trigger, dropped stone dead on the deck of the little boat. While on board he threatened to shoot the sampan who had scared out of her wits, jumped out of the sampan into the ship.

THE MAN'S IDENTITY remains to this moment a mystery. He was a well-dressed Chinaman and travelled in the first-class saloon from Hongkong. His conduct on board did not arouse any suspicion that he was the desperado fellow his subsequent conduct proved him to be. All the personal effects he left behind him was a small parcel which was found to contain a coolie's ordinary suit of clothes. It is reported that the man carried a second revolver on his person, but, armed as this, Mr. Backhouse could not touch for the accuracy of his report as he had not seen the other revolver himself.

The members of the Chinese staff on board the Canton steamer stated that the suicide travelled by himself and throughout the voyage never exchanged a word with any of his compatriots on board.

The body of the deceased Chinaman was taken charge of by the police. By those who saw him he was said to be a big, strapping man, much above the average physique for a Chinaman.

MR. MARTIN'S INJURIES.

Mr. Martin was removed to the Canton Hospital where he was given every attention by the medical staff. Dr. Swan performed an operation on the unfortunate gentleman and when the Canton boat left for Hongkong on Saturday night, the young officer was still alive though his condition was extremely precarious. It was stated that his intestines had been perforated in five or six places. While the murderous assault was made on Mr. Martin the several hundreds of Chinese passengers promptly took to their heels, probably with the idea of getting out of harm's way. Several surmises have been formed in Hongkong as to the man's object in visiting the Customs' officer's search. One was to the effect that the man was bent on an act of piracy, but this theory is discredited by those in the best position to form an opinion. Another inclines to the belief that the man was a smuggler, who, being caught in the act, chose what to him appeared as the less evil. So that rather than endure the lingering torture of death in a Chinese prison he terminated his span of life by his own hands. A third report is to the effect that lately he has been found on the man which reveal him as a blackmailer who was proceeding to Canton to obtain his demands under threat of violence. A well-informed source of information, however, credits the man with being a notorious pirate-chief, who established his headquarters in the slums of Canton and on whose head a big price had been set by the Chinese territorial authorities.

NOTES BY THE WAY.

"THE FINEST SITE"

Public discussions die hard in the Colony. Mr. Murray Stewart again took up the cudgel in defence of aesthetic considerations at a meeting of the Legislative Council on Thursday afternoon. The honourable member once more assailed the patient ears of Hongkong's legislative assembly with the tremendous volume of his oratory, the whole of which embodied a solitary resolution, and all to indicate—nothing. Seeing that the resolution in question obtained the support of only one other member of Council besides Mr. Stewart, one is almost tempted to believe that he was leading a forlorn hope. Mr. Stewart was of opinion that in order to gain his object, the usual method of intemperance appeared to him ineffective and so he had recourse to fall back on the old-fashioned system, which was now coming into vogue at home, of introducing a resolution, in view of the extremely hostile reception which was accorded the resolution, it may not be unlikely that Mr. Stewart adopted the same philosophical method of accepting his defeat which seems to be favoured by a certain class of politicians at home—namely, to comfort himself with the reflection that he obtained not a victory by so many votes but a "moral victory." At all events, the discussion may be considered dead and buried, at least for the time.

A MIRAGE.

If Thursday's Council meeting was devoid of any tangible result, as far as Mr. Murray Stewart's resolution was concerned, it brought out one interesting fact and that was that the Standard Oil Company had refrained from pursuing further inquiries about the much-discussed plot of "ground." His Excellency the Officer Administering the Government struck a satirical note when he said that he did not know whether it was Mr. Stewart's "broadside" or the pen of a certain lady contributor to the columns of the Press which frightened the richest company in the world, but the fact remained that the Standard Oil Company, which thought fit to withdraw from the field, and therefore, any question of the site's immediate sale was obviously *non est*. Maybe the Corporation were surprised at their own generosity, which may have been incidentally due to the unexpected criticisms which appeared in cold print and which might have helped to bring them to a sense of their absolute folly. Or may be the silver-tongued gentleman who presides over the destinies of the P. & O. was right when he said that the only thing which had frightened the Standard Oil Company was the "rapacity" of the "Press." As Mr. Murray Stewart described it, the principle of the Standard Oil Company has proved a mere subjective illusion—a sort of mirage! Thus the Colony in seeking for the shadow has most likely lost the substance. At all events, the amount of the ultimate bid when the plot is finally put up for sale by auction will be awaited with considerable interest.

A CALAMITY WHICH WAS AVERTED.

The all-absorbing topic of conversation during the earlier part of last week was the visit of a possible water famine. But, fortunately, the sky on Thursday morning was overcast with the rainclouds and in the course of the day Jupiter Pluvius let loose his hosts with a vengeance. In *parant*, it would have been interesting to see the expression of joy on the Water Authority's face at the right moment. It is agreed on all sides that this is very little fear of the Colony being visited by a water famine after this. All's well that ends well.

AN EVENT WHICH DID NOT COME OFF.

One result of the heavy downpour was the postponement of the balloon ascent and parachute descent at Happy Retreat, which was to have taken place on Thursday last. It will be remembered that the last balloon ascent was subjected to a similar delay by the same cause. This latest repetition of the unenviable experience must have proved a veritable "dampener" to the spirits of the enterprising gentleman in charge of the arrangements. There can be little doubt that Fate is decidedly against aeronomics in Hongkong. I wonder whether the same fate will overtake future efforts to introduce the science of aviation in the Colony. Judging from some remarks which were dropped in prophetic quarters the other day, one is led to believe that the day is not far distant when daily trips across the water to the heavenly heights of the Peak will become one of the commonplace of ordinary existence in the Colony.

A PREP INTO THE FUTURE.

When that time does come, we think His Majesty's ship on the China Station, around which a certain amount of interest already centres, will not be considered totally indispensable; because by then, a new-fangled danger will have come into being in the shape of bombs dropped from nowhere in particular and everywhere in general. When this terrible era of aerial warfare have dawned, it will be necessary for the authorities to change the scheme of national defence a bit and instead of the gallant China Squadron, we shall have a fleet of air-ships and flying machines. Save us from such a hideous nightmare! Why, it will drive away the remnants of the thievish muggie, against whose total extermination the Government recently issued a solemn decree to all loyal citizens. At all events, the evil will come as a mixed blessing to the Colony, for which we should perhaps feel thankful.

CASUAL CRITIC.

THE MACAO FRONTIER DIFFICULTY.

TO BE SUBMITTED TO THE HAGUE TRIUNAL.

Owing to the irreconcilable differences of opinion between the Chinese and the Portuguese authorities respecting the Macao Frontier, the *Shanghai Times* understands on good authority that the question will shortly be submitted to the Hague Tribunal for arbitration. Preparations to this end are now being made in Peking and the Chinese Minister to the Netherlands will shortly be instructed.

THE DEATH OF KING EDWARD.

EMPEROR OF CHINA'S CONDOLENCES.

The Emperor of China addressed the following telegram to King George. The message was forwarded by the Chinese Minister to Sir Edward Grey—

It is with emotions of profound grief and great distress that I have received the sad intelligence from Li Ching-long, our Minister at your Majesty's Court, that he has passed Heaven to summon His Majesty King Edward VII. to his side. During his reign his dearest and greatest work, and will ever be remembered by the people of all the countries of the earth. Nor can I and my country forget how much the friendly relations between China and Great Britain have been increased and strengthened during the period. I am deeply grieved to receive this sorrowful news, and beg your Majesty to accept my heartfelt sympathy and sincere condolences. —Shanghai Times

THE "SHUI ON" CASE.

ADDRESS FOR THE DEFENCE.

7th Inst.

Before Mr. Justice Hareland, Acting Puisne Judge, in the Summary Court this morning, the case was resumed in which Wong Fu Ng, complainant, sought to recover from A. A. Johnson, Master of the s.s. *Shui On*, the sum of \$1,000 as damages for alleged assault and false imprisonment. Mr. Eldon Potter, instructed by Mr. E. Davidson, a Messrs. Hastings and Gunning, appeared for the plaintiff and Mr. G. A. Alabaster, instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker and Deacon, represented the defendant.

The jury was as follows:—Messrs. J. A. T. Plummer (foreman), J. A. Hunter and D. Cooper.

Mr. Alabaster continued his address to the jury, in the course of which he said that if ever any imprisonment was justified, that one was. But whether it was justified or not, they must not give damages for any prosecution which followed. If plaintiff wished to obtain damages he must bring another action. He could not receive the costs of his legal defence in the Police Court. The only question of fact before the jury was whether or not the plaintiff had disobeyed an order of the Captain. According to the plaintiff's story he did not do so. The Captain obeyed and he was entitled to obtain the necessary obedience by all legal means in his power. The defendant had given the plaintiff in Police custody because he had disobeyed his orders. If the defendant had gone further and put plaintiff in irons, there would have been cause for complaint, but that was not the case. Plaintiff had not only been the cause of grievous bodily harm to the complainant of the ship, but he was actually the cause of the disturbance. Plaintiff and others went on the bridge and remained there in spite of the fact that they were told to go away. The facts in brief were as follows. About 6 o'clock on the day in question, six Chinese, among whom was the plaintiff, went on the bridge-deck and asked the Captain to secure the services of a launch, as they said that they wished to return to Hongkong, which they could not do owing to the fact of the ship having gone aground at Cap-sui-mui Pass. They said nothing about paying for the launch. The Captain was busy getting the launch off and as he knew the hire of a launch would entail unnecessary expenses for the Company he refused to blow his whistle to hail the launch. The plaintiff stayed on the bridge the whole time and argued with the Captain. The men went away but returned again after a few minutes and again demanded that the Captain should blow his whistle and generally adopted a menacing attitude. At about 6.30, the complainant went on the bridge and complained to the Captain that the men were demanding their fares. About that time plaintiff permitted an attack on the complainant and the doctor would say that the injuries were fairly serious. The case might be generally considered. Plaintiff's story was that he had stopped the launch but that was absolutely denied by the defendant, who would say that he asked the Chief Officer to stop the launch and the latter did so. The Captain's position being a somewhat dangerous one, he was at length obliged to signal to two steam-launches to come alongside but the launches were not in a position to take the men on board. After the ship was floated off, the Captain made for Hongkong. Near Green Island, the Captain hoisted the Police flag but no Police launch was about at the time. On arrival at Hongkong, the Captain gave five of the "unfortunate mob" of passengers, among whom was the plaintiff, a charge of a policeman. The plaintiff when being taken to the Police Station turned round and abused the Captain and shook his fist at him, but they could quite understand a man acting that way when arrested. In conclusion, he asked the jury to say that defendant's action was perfectly justified and not to award the plaintiff a single farthing.

EVIDENCE WAS CALLED AND THE CASE ADJUDGED.

A QUESTION OF EXHUMATION.

IN THE PROTESTANT CEMETERY.

The following minutes were laid on the table at the meeting of the Sanitary Board on Tuesday:

Mr. A. Shelton Hooper:—As there is no proof the deceased was a Christian we have no power to grant it. The fact that the deceased was buried at Caroline Hill indicates she was not a Christian.

Hon. Mr. E. A. Hewlett:—In view of the very limited space in the Protestant Cemetery, I consider no Chinese should be buried there unless clear proof is brought forward that they were practising Christians during their lifetime.

Mr. Lau Chu Pak:—Is there not a site set apart for the burial of non-Christians?

The Registrar-General:—I think we might assume they were Christians, as the application is made by a Christian. We cannot inquire into the religion of every person who has to be buried in the Cemetery. I assume my grand-mother were Christians, but I can give the Board no proof without a very great deal of trouble and inquiry.

FAREWELL TO SIR R. BREDON.

Amidst a multitude of Chinese officials who resorted to the retiring L. G.'s residence to bid him farewell and the numerous courtesies shown him by the foreign community in the capital on the eve of his departure for home, there was an incident which deserves our particular attention. On Wednesday a deputation of five officials from the *Shui-wu-chu* went to see Sir R. Bredon and presented him four handsomely embroidered silk scrolls and an address. The address is as follows:

"Shui Wu Chu, Peking, 25th May, 1910. Sir Robert Bredon, K. C. M. G."

Sir—Permit us, members of the Customs staff detached for service in *Shui-wu-chu*, to bid you adieu as you leave for your home for the first time, to offer you the accompanying 3 silk embroidered scrolls as a token of our very great respect and esteem, the acceptance of which will fill our hearts with pleasure.

That the tenure of your office as the Chief of the Customs has been too brief to express regret by all, we have no need to express; during the short time, however, you had done no little good to the staff in general and to the Chinese in particular—such kind action cannot fail to be appreciated and command respect—and it is therefore hardly necessary to say that you will carry with you our best wishes for the pleasant and speedy passage home and a safe return to China, where your valuable services are so much needed. We are, etc."

That Sir R. Bredon is much appreciated and esteemed by the Chinese, the above address bears conclusive evidence, and it is difficult to understand why the retiring L. G. was not as much liked by some foreigners here. —Peking Daily News

RUBBER.

The following extracts are taken from the *London and China Eastern* of May 13:—The market for Park has been dull, and business is difficult in the absence of sellers. Fine Hard on the spot is quoted 10s. 6jd. value. May-June delivery sold at 10s. 5jd. to 10s. 7d. and buyers June-July at 10s. 7d. to 10s. 8d., closing 10s. 9d. value, and July-August at 10s. 7d. to 10s. 9d. Soft Fine, May-June, 10s. 5jd. value, June-July sold at 10s. 4d., closing 10s. 6d. value. The receipts of Park this month are 790 tons. Plantation is quoted at about 10s. 9d. to 11s. 5d. for good average sheet.

Messrs. George White and Co. report on May 5:—The total receipts at Park for last month were 3,650 tons. During the whole month of April last year the total was 3,340 tons, and 3,210 tons in 1908. The following are the crop figures:—Receipts at Park, July 1, 1909, to end April, 1910, 35,780 tons; ditto July 1, 1908, to end April, 1909, 34,180 tons.

A Belgian correspondent writes:—In your number of March 29 last you mention that the Kuala Lumpur Planters' Association resolved to get the London brokers to send 1 ton of each kind of rubber to the Exhibition. The Show was opened last week by the King at the same time as the new Colonial Museum. Both are at Tanjong, close to Brussels. I had a look at the show, and actually saw lots of samples of F.M.S. Rubber. The day after my visit I happened to look at a copy of the "New York Herald," Paris edition, and was not a little astonished to find a telegram from Singapore announcing that the Malay planters were going to send 2 tons of rubber to the Show!

The importance of the rubber industry is indicated by the fact that at the forthcoming "International Congress of Tropical Agriculture" Brussels from May 20 to 23, several of the papers will be read and discussed have reference to this subject. Thus Mr. J. B. Carmentis will discuss on (1), new methods of tapping Castillo, (2), cover plants as a substitute for weeding in rubber, cocoa, and other plantations; and P. Carmody will treat of the preparation of rubber.

A patent has recently been granted to a Belgian chemist for the manufacture of an artificial or synthetic rubber having similar physical properties to natural rubber. The main feature of the invention consists in the formation of a polymer of isoprene, which is a constituent of natural rubber, by the action of a catalyst (C₅H₈)₄. After passing through certain processes a substance is found floating upon the surface of the liquid, which is the artificial rubber. Whether the new product can be produced cheaply enough to compete with the natural product is open to doubt, but the process is certainly ingenious.

THE PRICE OF RUBBER.

Those shareholders in rubber-producing companies who, in view of what has recently happened, may feel at all nervous regarding the price of rubber in the near future, might find some consolation if they delved a little below the surface and compared present prices with those ruling for the whole of 1909. The average price of fine hard Park for the whole of last year was 9s. 9jd. per lb., light crepe realising 8s. 6jd. per lb., more throughout the period. For the first four months fine hard Park was 9s. 6jd. per lb., while the average of light crepe was 4s. 4jd. higher. We have purposely refrained from taking as a basis of comparison the high values secured for smoked sheet and other specialties. Park and light crepe both being standard articles. It will be seen, therefore, that Park would have to drop to about 5s. 3d. per lb. for the next eight months for the plantation companies only to maintain the dividends paid for 1909, without taking into account the increase in crop, which, according to the monthly cables, is, again, highly encouraging. In the circumstances, a material drop in price is very improbable, as the large Park receipts are now over, and the receipts for the next few months are usually got more than sufficient to meet current requirements.

OUTPUT OF RUBBER.

The rapid advance in rubber prices is having a serious effect on many industries, and in some more than the electrical industry, in which so much rubber is employed in the making of cables and other apparatus. In an interview with the editor of the "Electric Field," a representative of the "Morning Post" was informed that there was no likelihood at all of a decline in rubber prices, notwithstanding slight fluctuations. "The boom may be regarded as genuine," he said, "inasmuch as the quantity of rubber on the market is far below the supply demanded by manufacturing concerns. We are now approaching the end of the Park rubber year, and what do we find? That up to the point for which statistics are available Park receipts show an increase of less than 1,800 tons on those of a year ago and of 3,500 tons of two years ago. The English deliveries are greater by about 130 tons only, but the American deliveries by as much as 1,200 tons. As a matter of fact, this country is by no means getting the proportion of the world's supply of rubber—about 75,000 tons in all—which it would seem to be entitled to by reason of the important position it holds among manufacturing nations. The United States took 6 per cent of the whole production last year, and of the quantity imported into Great Britain—about 35,000 tons—more than one-half was re-exported to other countries where higher prices were obtainable. Plantation rubber is now getting a look-in, but although plantation rubber doubled its production last year a long interval of time necessarily must elapse before it can rise to such a quantity as to have a serious effect on the world's supply, and consequently reduce prices. I have estimated that five years at least must pass before the world's supply of rubber will equal the world's demand. The tendency of scope for a rubber substitute, but science, even German science, has not been able to provide one. We must do our best with the natural variety."

THE STATISTICAL POSITION.

Messrs. Gow, Wilson and Stanton report:—The rubber statistics published on May 1 show the visible supply for the past three years as under:—

1908	1909	1900	1903
101,000	4,515	5,745	7,375

These figures for 1910 of 12,125 tons as compared with 1909. Another remarkable instance of shortness is in American figures, which show the stock of Cauchoo and Para together as only 90 tons, against a total of 975 tons for the corresponding period last year. The landings in England from June 30, 1909, to April 30, 1910, amount to 14,520 tons and deliveries 14,050 tons, whilst American figures show deliveries as 17,000 tons against landings of only 16,000 tons, and the Continent has delivered 5,540 tons against an import of the same amount. Such figures as the foregoing clearly show the depletion of rubber in the world's supply, and the nervousness about it which week would never have come about if people had only taken the trouble to study the position of the raw article more carefully.

THE SHARK MARKET.

Owing to the national shock which we have just experienced, and the approaching holiday season, business in the Rubber Shark

Market is distinctly quiet, and it is anticipated that for a week or so transactions will be considerably reduced. Any fear that shares would develop weakness in face of the great shock was dispelled, for the under-ton has been fairly good, while some stocks, notably Linggit, London Asiatic, and Bataavia, have been quite good. Some handsome dividends are now being deducted from prices, and this will make quotations look decidedly attractive. A feature in the carry-over was that in more than one direction it revealed the existence of "bear" positions. This was notably the case in Linggit, where a small contango ultimately gave way to a backwardation of 6d. per share. Perhaps none are more surprised at the buoyancy of the market than dealers, who, nevertheless, look upon the recent squabble between rubber merchants and brokers with something akin to indifference, as having done much more to clear the market of weak speculative holders than any action which they themselves could have taken. The tug-of-war between bears of the most active 2s. shares (who are said to be under the thumb of certain jobbers in the American and other markets) and influential people in the "Lane" is not finished yet, if gossip goes for anything; but the bears are already fanned, and may be sensible enough to recognize that any further game in an element which is not theirs may leave them badly crippled.

KING GEORGE.

THE KING AND THE NAVY AND ARMY.

MESSAGE TO THE NAVY.

The following "Message from the King to the Navy" was issued from the Admiralty on May 10:—

Marlborough House, Pall-mall, S.W. It is my earnest wish, on succeeding to the Throne, to make known to the Navy how deeply grateful I am for its faithful and distinguished services rendered to the late King my beloved Father, who ever showed the greatest solicitude in its welfare and efficiency.

Educated and trained in that Profession which I love so dearly retirement from active duty has in no sense diminished my feelings of affection for it. For thirty-three years I have had the honour of serving in the Navy, and such intimate participation in its life and work enables me to know how thoroughly it can depend upon that spirit of loyalty and zealous devotion to duty which the glorious history of our Navy is the outcome. That you will ever continue to be, as in the past, the foremost defender of your Country's honour, I know full well, and your fortunes will always be followed by me with deep feelings of pride and affectionate interest.

GEORGE, R. I.

MESSAGE TO THE ARMY.

The following is promulgated to the Army by His Majesty's command:—

Marlborough House, 9th May, 1910. My beloved Father was always closely associated with the Army by ties of strong personal attachment, and from the first day that he entered the Service he identified himself with everything conducive to its welfare.

On my Accession to the Throne I take this the earliest opportunity of expressing to all ranks my gratitude for their gallant and devoted services to him.

Although I have always been interested in the Army, recent years have afforded me special opportunities of becoming more intimately acquainted with our Forces both at Home and in India, as well as in other parts of the Empire.

I shall watch over your interests and efficiency with continuous and keen solicitude, and shall rely upon that spirit of loyalty and devotion which has in all times animated and been the proud tradition of the British Army.

GEORGE, R. I.

THE KING AND INDIA.

In reply to the Viceroys of India's message of sympathy King George has communicated, through Lord Morley, the following address to the Government, the Princes, and peoples of India:—

I have received with profound appreciation the expression of sympathy and loyalty conveyed in your Excellency's message from the Princes and Peoples of all races and creeds in my Indian Empire on the occasion of the death of my dearly loved father, the King Emperor.

I am deeply touched by this expression of their universal sorrow for his death. He always remembered with affection his visit to India, and its welfare was ever in his thoughts.

From my own experience I know the profound loyalty felt for his Throne by the Princes and Peoples of India, to whom I desire that my acknowledgments of the homage they have tendered me on my Accession may be made known.

The prosperity and happiness of my Indian Empire will always be to me of the highest interest and concern, as they were to the late King-Emperor and the Queen-Emress before him.

The above message from his Majesty was in answer to the following telegram, dated May 8, from the Viceroy to the Secretary of State:—

"Government of India have heard with the deepest sorrow of the sudden death of His Majesty the King, Emperor of India. The expression of grief is universal. Messages of sympathy are pouring in from all quarters. The Princes and people of India are lamenting the death of a beloved and revered Sovereign, of whose abiding affection for India they have received many tokens, and whose visit to them in years gone by has not been forgotten. On behalf of all classes, we beg of you to convey to His Majesty the King, Emperor of India, this expression of heartfelt sorrow, and to offer him our respectful homage on his accession to the Throne of the British Empire."

THE UNREST IN CHINA.

WARNING TO THE LEGATIONS.

All the Legations have received anonymous letters from alleged revolutionaries at Shanghai containing the warning that an extensive anti-dynastic uprising is imminent. If they do not assist the Manchus, foreigners will not be harmed; otherwise they will be destroyed in a general massacre.

The missions were delivered mysteriously, bearing obliterated post-marks. In view of the recent similar warnings received by the Consuls at Hankow, uneasiness has been created. —N. C. D. News.

ARRIVAL OF JAPANESE CRUISERS.

A RELATED GUARD OF HONOUR.

7th Inst.

This morning, the Japanese cruisers *Asahi* and *Soya* arrived in Hongkong from the South and saluted the port. In the afternoon, Rear-Admiral Iijima, commanding the Japanese Training Squadron, paid an official visit to Government House, where he was received by H.E. the Officer Administering the Government, Sir Henry May, K.C.M.G. The Admiral was accompanied by Captain Suzuki, commanding the *Soya*, and Flag-Lieutenant Shimomura.

As the Naval party stepped on shore at three o'clock the customary salute was fired, but some hitch or other appears to have occurred with regard to the time of saluting, for the guard of honour and band of the Buffs did not arrive at Blake Pier until a quarter of an hour later, by which time the Admiral and his escort had made their way to Government House in private chairs. The guard waited at the Pier until the officer in command had been informed by his Excellency's A. D. C. of the distinguished guests' departure.

THE TERRIBLE ACCIDENT AT YOKOHAMA.

FURTHER DETAILS.

The *Japan Gazette* of the 23rd ultimo contains the following further particulars of the sad accident at Yokohama already reported in our columns:—

"Quite a gloom was cast over the foreign community of Yokohama this morning by the news of the death, under peculiarly sad and tragic circumstances, of Miss Guinevere (Vera) Irwine, member of a well-known and highly respected family of the port, and herself one of the most popular of the young ladies of the community. When the report was at first circulated many could not believe it to be true, so suddenly had the blow fallen.

Miss Irwine, it appears, had been out yesterday (Sunday) afternoon, and returned to her home at No. 72c Bluff, early in the evening in the best of spirits. At about seven o'clock she went to her room to dress for dinner, and as far as could be ascertained from the statement made by herself, after removal to the hospital, went to raise the wick of a kerosene lamp—the only one used in the home—which was standing on the dressing-table.

By an accident the lamp fell to the floor, and immediately the carpet was ablaze, the flames by leaping upon them; but while so engaged her skirt caught fire, and she was immediately enveloped in flames. Terrified, she rushed through the adjoining room, where she was met by her brother, Mr. Eric Irwine, who, seeing her in his arms, attempted to extinguish the flames and to pacify his sister. Miss Irwine was so frightened that she freed herself from her brother's grasp and rushed down the stairs into the street, sweeping aside, in her progress, her aunt, Miss Burdett Leach, who, attracted by the cries, had come to her assistance. By the time Miss Irwine reached the street her clothes were practically all burnt. Dr. Street and Messrs. P. C. Colchester, MacNaughton, and Hawkins, who were near by, heard the cries, and rushed to render assistance, taking off their coats and wrapping them round the young lady, who was finally carried into the house by Dr. Street and Mr. C. H. Thorne. Dr. Street at once sent for additional medical aid, and Miss Irwine, who was suffering great pain, was removed as soon as possible on a mattress to the Yokohama General Hospital. By the time she arrived there, Drs. Davies, Munro, and Reidhead were in attendance, and later Dr. Wheeler, the family doctor, was summoned. The young lady was immediately dressed and everything possible was done to ease the sufferings of the young lady, who was badly burned about the body. Morphine was injected, but this seemed to afford little relief, four injections being administered during the evening. At two o'clock Miss Irwine became unconscious, but regained consciousness at four o'clock, when a fifth dose of morphine was administered. Shortly after four o'clock she sank into a comatose condition, in which she remained until seven o'clock. Then there were signs of rapid failure of the heart and pulse, and at 7.15 the patient passed away.

Miss Irwine, who was twenty-five years of age, had for several years been successfully conducting a kindergarten and a school for girls, in co-operation with her mother, and later with Miss Leach. Her gentle and winsome manner and her kindly interest in her pupils had gained for her not only the confidence of the parents, but the affection of the pupils, who will sadly miss her cheery smile and kind interest and sympathy. Among the elder members of the community Miss Irwine was also very highly esteemed. She was ever ready to assist in any worthy cause undertaken in the community, and up to the time news was received of the death of King Edward was engaged in raising subscription for the proposed celebration of "Empire Day" (which under ordinary circumstances would have taken place yesterday). In past years she has rendered assistance to the Yokohama Literary and Musical Society, and only a couple of months ago assisted in the presentation of "Jedburgh Junior" by the local Amateur Dramatic Club at the Gaiety. Interested in every public movement, she was a sympathetic participant in the service held in memory of King Edward at the Public Hall on Friday morning last.

Rival Canton Routes.

RAILWAY & RIVERWAY.

A BATTLE FOR THE RIVER BOAT SERVICE.

A gentleman, well acquainted with the workings of the various services operating steamers to and from Canton, writes to us an interesting and illuminating article traversing the special contribution under the above caption which appeared in our issue of last Saturday. As the opinions of the writer carry with them the conviction of an authority on the subject with which he treats, and as his communication bristles with much information of a debatable question about to loom large in the eyes of the trading community, we have pleasure in publishing it, and at the same time would invite comments thereon from the pen of our special contributor. This is what our correspondent writes:—

I have read with considerable interest your article on "The rival routes to Canton," with special reference to the river boat service. The Iron Horse which, in the opinion of the writer of the article under notice, is to form the potentially powerful rival to the bid for Hong Kong's lucrative trade with Canton. The interests involved in that trade as represented by the freight and passenger carrying services include not only British capital alone but foreign as well as Chinese, and it is not my endeavour, in controverting some of the assertions and deductions derived therefrom by your contributor, to write from the point of view of British interests as a whole. I am conscious, however, that the British Company, as the pioneer, combines a preponderance of capital and influence, and may be considered as the determining factor in the guiding influence of the combined fleets of floating carriers. The premier company operates a fleet of four steamers of a total tonnage of 9,482, out of the aggregate of eleven steamers and 16,000 tons approximately represented by the British, foreign and Chinese concerns combined. It is true that when the railway comes into full operation there will be a sensible effect upon the river-borne traffic, in respect both of passengers and cargo. Whether there will be an open declaration of

A FRIGHT WAR between the rival routes, is yet too early to pronounce a definite decision. That the steamboat companies anticipate some sort of active competition there is no denying, since as level-headed, practical men of business they are guided by the realities of the steamship companies, unlike the proverbial ostrich, are not burying their heads in sand and so become oblivious to the dangers around them. Indeed, their inherent sagacity has prompted them to take time by the forelock and it can be asserted, without fear of contradiction, that already active negotiations have been in progress for the

FORMATION OF A BIG POOL of shipping interests trading on the Canton river in anticipation of the advent of the "Iron Horse." There is every reason to believe that the success of the "combining" is almost practically assured. At any rate it is safe to hazard the prophecy that the leading concerns will become parties to a compact having for its object a protective rather than a destructive policy and where the larger companies choose to throw in the towel, it is little doubt that the smaller undertakings, in their own interest, will play the game and "follow my leader." With the "pool" an accomplished fact, it is very doubtful if the railway can ever hope to bring down its tariff to the point of the minimum in contemplation by the steamship companies.

A TENTATIVE TARIFF has already been discussed by the railway Administration. It is disclosing no secret when it is asserted that, for three or four months past, the management of the Kowloon Railway has instituted inquiries into the tariff in force by the various companies. With a candour that does greater credit to the servility of the individual pursuing the inquiry than to his business acumen, the gentleman had the temerity of approaching the managers of the Canton River Navigation and fully demanded, in the name of the Lord High Executioner, what is jealously regarded as the trade secret of each mercantile establishment, forming as it does an invaluable asset built upon the intimate knowledge of several years of pioneering efforts, the vicissitudes of every new undertaking, and the crowning success of deviously-bought experience. Needless to say, the guileless emissary received scant courtesy for what can only be described as barefaced impudence. Defeated in his first effort, he directed his inquiries to other quarters and ultimately formulated the basis of a tariff which, however, does not bear out the authoritative imprimatur. With such information, it is believed that

THE RAILWAY TARIFF has been drafted, though necessarily it has not yet passed beyond tentative form. The tariff will, of course, be subject to modification, but the provisional rates have been based more or less on the following figures:—

Class.	Express.	Ordinary.
1st	About \$5.00	About \$3.00
2nd	2.00	1.50
3rd	1.00	0.80

In the case of the Nanjing-Shanghai Railway, it is useful to note that, instead of causing a falling-off in the river traffic, the railway, has served as a sort of feeder for the same and has led to enhanced earnings for the steamers in the Yangtze trade. It is not at all unlikely that this experience will be repeated here as regards both passenger traffic and freightage.

Inland goods will supply the bulk of the freight consigned by the railway. Market produce can only be collected from village to village and this, very perishable class of goods, is done up in large crates which must be opened up within a few hours of packing to prevent deterioration. At present this is made possible when the crates arrive by steamer, but the railway could not possibly offer equal facilities for the speedy distribution of this produce to the markets and retail dealers.

AMENITIES OF TRAVEL.

It is improbable that better class tourists will travel by the railway excepting the negligible number who may choose to go by land for the sake of the novelty of the thing. Such travellers will invariably prefer the large, comfortable cabins of a steamer with electric fans and light and in the summer months especially the choice of routes will fall upon the steamer service, affording as it does the enjoyment of cool sea breezes on the upper deck as against the stifling and crowded railway cars. Nor will travellers by rail have the chance of viewing the beautiful river scenery which forms one of the chief attractions in a trip to Canton. Of course the small army of lower-paid Government officials and others, now patronising the cheaper steamer service, may for reasons of economy elect to travel by the second-class cars.

One class of travellers that may be drawn from the river to the railway is that of the "foks" of Chinese hongs and better class merchants who come and go just to transact business and stay no longer than the steamer

of the service demand; also British and foreign representatives of import and export houses, whose stay at Canton or Hong Kong is the shortest possible duration. And this class of travellers does not by any means form the majority of steamer receipts. An important matter, too, is that of the

PRIVACY IN TRAVELLING which is now enjoyed by well-to-do Chinese families on board the river steamers. Such parties are allowed to take their retinue of servants free of charge, whilst Chinese ladies may have their amahs and other attendants in their cabins with them. This privilege, needless to say, is greatly appreciated and is one which the railway cannot offer.

Before the Railway Company could starve out the river steamers they would have to show their ability to capture the entire passenger traffic, mainly comprising deck passengers. In normal times, the average number of such travellers carried by the various steamers on the river is 6,000 per day; 4,000 on the up journey and 2,000 on the down journey. On special occasions such as Festival celebrations or the annual Race meeting the number of passengers is from 4,000 to 5,000 each journey. Coolies are charged a fare of only 20 cents, or less than one cent for three miles of carriage. Another item in favour of the steamers is the fact that passengers can obtain their meals on board for a few cents. For 15 cents a meal that would not be wrongly described as a

SUMPTUOUS REFECTION can be got; and a veritable feast can be had by arrangement with the ship's purveyor for a proportionate consideration. Will the railway management run restaurants for the third or fourth class of passengers? It is not to be denied that the steamers have a special permit the presence on board of professional musicians and story-tellers for the amusement of the passengers, who reward the latter by purchasing from them for a few cents a packet of the medicinal herbs or other panacea that they always vend at the end of the voyage.

AS REGARDS CARGO, a special point has to be made about the trade in raw silk, which in point of value is by far the most important freight from Canton to Hong Kong. Each bale of raw silk may be roughly assessed at a value of \$5,000, and such goods are carried by steamer to Hong Kong for 50 cents per bale, exclusive of transhipment charges on board America-bound or Home-bound mail boats.

The premier line—namely, the Hongkong, Canton and Kowloon Steamship Company—have had their vessels fitted with specially constructed strong rooms for the storage of silk in transit, particular regard being had to the matter of ventilation. All the American railway lines are equipped with special cars for silk having priority even over passenger and mail cars when travelling across the Continent. It can hardly be supposed that cars of this type will be put on the Kowloon-Canton Railway, as the very high cost would render competition futile against the 50 cents per bale rate charged by the steamship company.

THE TRADE IN MATTING. Next to the silk trade, the freighting of matting bales most largely in the income of the steamers from cargo. In point of quantity it stands first. The bulk of the matting exported from Canton goes to the United States market and for years has been carried to Hong Kong by steamer. In this direction, too, the advantage lies with the river carriers as against the railway, because the cargo is of such a nature that it would be spoiled as a marketable commodity if the rolls of matting were crushed or compressed from its tubular shape. An ordinary railway truck is capable of carrying about 50 of these bales, but not at prices to make competition with the steamers possible; and there is always the danger of the matting being damaged by sparks from the locomotive.

THE DOUBLE RUN. So far as the suggestion of a double run per day, is concerned, there would be no advantage in such a departure. In fact, on this point your contributor is wholly mistaken because according to what is defined as "River Privileges" under the Maritime Regulations no boats are allowed to enter Canton and clear twice within the 24 hours unless by special permission of the Customs authorities; such having been accorded in exceptional instances—as in the case of the occurrence of typhoons or of stress of weather. As a matter of fact, the steamers *Horm* and *Kinman* can without any extra driving accomplish the journey in from 52 hours to 6 hours, their engines being capable of developing from 16 to 18 knots per hour. The *Kinman*, built by the Hongkong and Whampoa Dock Company, leaves Canton at 5 p.m. and at a rate arrived in Hong Kong by 10.30 the same evening. The

TURBINE STEAMERS hinted at by your contributor would be wholly impracticable on the Canton River. This matter was thoroughly gone into by the steamship companies some years ago. Turbine steamers can only pay to advantage on long ocean routes, and the numerous stoppages and fresh starts necessitated on the river service. Then the wash of their propellers would in many cases result in the capsize of sampans and consequent loss of life, swamping of paddy-fields along the river banks and vexatious claims for damages against the steamship companies. One such instance that can be cited was that in which the wash from one of the larger river boats lifted a sampan with its occupants some 12 feet over the river embankment, leaving it stranded high and dry.

LIGHT DUES One direction in which the railway will have an enormous pull over the steamers is that of light dues. It is just conceivable that the Government might harass the steamship companies more so than at present by increasing the burden of port dues and otherwise adding to the working cost of the steamship traffic. The day boats which never see the lights, have been taxed and are still being taxed on the river. At present, river boats are not allowed to enter or clear from Canton on Sundays, because of the Customs, and if the railway company is permitted to run trains on Sundays, it will secure a distinct advantage. But it is not likely that the river companies would take this lying down. On the contrary, any preferential treatment accorded to the railway would be vigorously combated by the steamer interests, and, if necessary, diplomatic representations would be made for equal treatment under the law. Then, on the other hand, if no trains are to be run on the steamship companies will benefit accordingly.

Another question to be considered is the acceptance or non-acceptance of small coins in payment for passage. Will the railway administration accept subsidiary Canton or even Hong Kong coins at their present discount of 9 per cent, or demand payment in bank notes?

TRANSHIPMENT.

A very important point to be considered is the transshipment of goods carried. Here everything is obviously in favour of the river companies, for the railway in bringing freight down from Canton to Hong Kong cannot do so without effecting three transshipments—first, from the Canton godowns on the river to the terminals at Tsimshui; second, to the godowns at Kowloon

and, third, from the Kowloon godowns on board the ocean steamers. It is doubtful whether such transshipment facilities as the railway management can provide will be able to compete with those already provided by the steamship companies, which latter do not entail a single cent of extra expense on the shipper or consignee, no matter what may be the value or quantity of the cargo.

In my opinion, the Kowloon line can never be made to pay under present conditions. It will pay its way only when the Canton-Hankow Railway is completed and to all appearances this consummation will not have been reached within the life-time of the present generation.

In conclusion, it is safe to prophesy that small investors in the steamship companies will be intimidated by the prospective competition of the railway and will part with their ships, with the result that the stock of these concerns may go down in price. It is possible, also, that dividends may be reduced temporarily by these influences, but that the steamship earnings on the river will be permanently affected is not at all likely. In any event, the reserve accumulations of these concerns will be capable of maintaining dividends at a rate that will pay investors even at the present market rate of the stocks of the various river steamship companies.

If the Railway had been in the hands of a private company, no doubt some amicable arrangement would long ago have been made with the Steamboat Companies, but as it will practically be a Government Department, bound with red-tape and agreement to be lived, and the Railway officials will have to learn by experience that they are up against a big thing and as expect no help or advice from their opponents.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st June, 1910.

CITY AND HILL DISTRICT WATER WORKS.

	1909.	1910.
Tytlam...	54.3' below	84' 9" below
Tytlambywash...	54.3' below	27' 9" below
Tytlam...	20' 3" below	31' 1" below
Intermediate...	21' 7" below	35' 9" below
Pokfulam...	24' 5" below	43' 3" below
Wong-nai-chung...	24' 5" below	43' 3" below

	1909.	1910.
Tytlam...	7,510,000	11,010,000
Tytlambywash...	9,000,000	54,000
Tytlam Intermediate...	9,000,000	60,750,000
Pokfulam...	31,375,000	88,500,000
Wong-nai-chung...	6,975,000	330,000

Total..... 21,167,000 74,193,000

Consumption of water in the City and Hill District during the month of May.

	1909.	1910.
Consumption...	118,760,000	114,000,000 gallons
Estimated population...	208,560	210,360
Consumption per head per day.....	18.3	18.6 gallons

Intermittent supply by Rider mains in Rider main districts during May in both years.

KOWLOON WATER WORKS.

	1909.	1910.
Kowloon Gravitation Reservoir...	33' 6" below	27' 6" below

Consumption of water in Kowloon during the month of May.

	1909.	1910.
Consumption...	13,816,000	18,640,000 gallons
Estimated population...	87,700	91,500
Consumption per head per day.....	8.7	9.9 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

THE DRY-DOCK "DEWEY."

EMBEDDED IN MUD.

While one side of the drydock Dewey is practically afloat or lightly resting on the bottom of Sub Bay the other side is 14 feet in the mud and how to get her out of it is a proposition the naval authorities cannot solve easily.

"We can get her out," said a naval man to a *Cantonian-American* representative on 31st ult. "but it will be a long and tedious job. One side of her could be easily floated now, but that would do no good while the other side is in the mud."

It is understood that the divers who have been hard at work on the dock during the past two or three days have attempted to dig away some of the mud in order to get at the valves on the sunken side of the dock, without success. The compressed air pumps, of which there are now three at Oloogapo, will be relied upon entirely to get the water out of the tanks. Two shafts in each bulkhead or tank will be sunk, one to allow the compressed air to enter and the other to permit the water to flow out. These shafts will have to be made tight so that no water will leak in during the process of the work. Were it not for the Dewey being stuck so deeply in the mud the work of raising her would not be particularly difficult.

In speaking of the possible cause of the accident a high official of the navy said:—

"There is no one up to the present time who actually knows just how the drydock Dewey sank. There is considerable conjecture but the most likely explanation is that one of the pipes connected with the dock may have broken or the water may have leaked through the main valves. The theory of corrosion does not seem possible because a year ago it is understood the valves were overhauled completely and before that they had been in perfect condition for two years without being cleaned. The only way the dock can be floated will be by means of the compressed air pumps. One is being prepared now at Cavite and will probably be installed in a day or two. It will take many days to get the water out, but the method is a sure one and will probably accomplish the task in time to save a large part of the machinery. However, it will take several weeks of hard work before the Dewey can be lifted out of the mud."

It is stated that Shanghai people are forfeiting their option money rather than take up rubber properties in Malaya owing to a certain recent rumour—Singapore Free Press.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PIRACY PERILS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR.—The tragedy which occurred at Canton on Saturday last, when a young European Customs officer was fatally shot by a Chinese desperado on board the s.s. *Xenopus*, brings once more to the forefront the important fact that the Canton river steamers are woefully accessible to organised piratical attacks. In the case referred to it seems to have been established beyond doubt that the miscreant who took the young officer's life was a bold and reputed bad character; it is stated indeed that he was a notorious pirate whom the Chinese authorities were very anxious to get into their clutches for expiation of his past misdeeds. That he was a desperate man is confirmed by the deliberate manner in which he carried out his bloody work.

But to return to the subject of the case with which piratical gangs may "hold up" a river steamer, here was a case of a Chinese desperado travelling as a first-class passenger, armed to the teeth, and as events proved, capable of any bloodythirsty deed, from the taking of another's life to his own ultimate self-destruction. From all accounts, the murderer was not accompanied on board by confederates; but the fact of him being there at all, fully armed and with free access to any part of the ship, is sufficient to cause one to think seriously of what might have happened had he in reality been the leader of a gang of robbers whose presence on board was part of a plan for pirating the ship. The case of the matter may be regarded as some quarters as a huge stretch of the imagination; yet we have only to cast a few years back to find instances of local ships being pirated and human life sacrificed. The *Sarawak* piracy must yet be fresh in the public memory. That outrage occurred on the West River in 1906. Rev. Dr. MacDonald, a passenger, was killed and several of the crew were injured. Another West River steamer was attacked by pirates a few years previous, on which occasion one of the passengers was Rev. E. J. Hardy, Chaplain to the Forces; the attack, however, was conducted from the bank and not from the water, and the bank was not so accessible to an enemy as the river. In 1908 there occurred the horrible *Namoa* piracy, an affair in which Captain Pocock and three others were murdered and the ship looted of over \$50,000 worth of property.

In the case of the smaller class of river steamers, the danger of piracy is not to be lightly dismissed as a figment of imagination; and even the largest vessels plying to Canton, for all their greater complement of European officers and engineers, are not free from such risk. On the steamers of lesser tonnage there are generally only three Europeans—the Captain, Chief Officer, and Chief Engineer. Chinese pirates seem always to make it a rule to direct their attack first of all upon the officers and passengers when taking food in the saloon. When these have been disposed of, the numerous Chinese passengers flee below from the brandished cutlasses and threatening revolvers, leaving the robbers with only the officer on watch to be overcome before the deck of the ship is under their control.

This, unfortunately, is only too easy of accomplishment, for if no shots have been fired the deck officer may remain ignorant of the pandemonium let loose below until he suddenly finds himself a victim to the infuriated and ruthless of the pirates. Along the alleyway leading to the lower deck, the pirates have been known to have the power of resistance the marauders have the command of the ship's stores of arms and have nothing left to fear.

Surely there is something wanting in a system of ship's discipline which permits such a thing to be done with impunity. Nothing can be easier than to overpower an unsuspecting company of people seated at a dining table by a sudden armed onset. Where there appears to be something lacking in the inability of those who have been trained to the highest standards of discipline to give an account of themselves in the face of such a sudden and unexpected attack, it is not surprising that the officers and passengers should be so easily taken by surprise. It is not surprising that the officers and passengers should be so easily taken by surprise.

I have heard snippets of many years' experience on the river speak of the desirability of some such system of danger signal being inaugurated on the Canton steamers. It is admitted that a loud sounding gong would defeat its own end by warning the pirates, but the more feasible plan has been suggested of having a light showing a bright and electric light in a screened position visible to the officer on the bridge. This light would be connected with various parts of the ship and would be operated by the pressure of ordinary bell-pusher or buttons so placed as to be workable either by hand or foot, their location to be known only by the officers and engineers. This is the practical suggestion of a master who has had long service on the river boats and it appears to me to be worthy of consideration by the steamboat owners.—Yours, etc.,

FREQUENT PASSENGER.

BRITISH INCOME TAX AND NON-RESIDENTS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR.—The withdrawal (by the passing of the British Budget for 1909-10) of the right to claim repayment of British income tax so long enjoyed by Colonial, Indian and Foreign Residents, makes a very serious difference to them. Permit me to inform them through the medium of your columns, while there is yet time, that claims can still be made for the two years ended April 5th, 1909, by persons, whether British or Foreign subjects, residing out of the United Kingdom if the income from the United Kingdom did not exceed £700, although the income from all sources may have exceeded £700 per annum.

Claims can be made in respect of Bank Interest and Life Assurance Premiums paid to Companies lawfully carrying on business in the United Kingdom.

Claims can also be made by certain persons for the year ended April 5th, 1909, in respect of Dividend payable in the United Kingdom on Securities of Foreign States or British Possessions, irrespective of the total income.

Claims of the latter class for the year ended April 5th, 1910, must be made before October 5th, 1910.

Persons who are or have been, employed in the service of the Crown, Missionary Societies, Native States, under the protectorate of the British Crown, persons resident in the life of Man, the Channel Islands, and those residing abroad for their health can claim exemption or abatement if their income from all sources does not exceed £150 or £700 respectively. These claims can be made within three years of April 5th, 1910.—Yours faithfully,

E. MONTAGUE.

Secretary, the Income Tax Adjustment Agency Limited, 9, 10 and 11, Finsbury, Chancery Lane, London, E.C. 2.

SHELL TRANSPORTS.

DIVIDENDS DECLARED.

Messrs. E. S. Kadoorie & Co. courteously inform us that the Shell Transport and Trading Co., Ltd., have declared a dividend of 2s. 6d. per share for 1909 and 1s. on account 1910.

THE COLONIAL CEMETERY.

INTERESTING CORRESPONDENCE AT THE MEETING OF THE SANITARY BOARD.

7th inst.

The following correspondence was laid on the table at the meeting of the Sanitary Board this afternoon:—

The Secretary.—The report of the Select Committee dated 20/3/09 did not indicate clearly the separate portions of the Colonial Cemetery set aside for the Naval and Military Commissioned Officers and the Civil Servants. (Sec. 2 of the report dated 20/3/09.) The matter was therefore referred back to me and by me to the Committee. On the 26th inst., the Committee visited the Cemetery and agreed upon the sections indicated on the attached map as the best divisions under paragraph 2 of the original report. It will be seen that the portion reserved for the burial of Naval and Military Commissioned Officers and Civil Servants is divided into two portions, one of which is partly filled and the other not yet occupied. The Committee is of opinion that the portion already partly occupied should be reserved as formerly for Naval and Military Commissioned Officers and Civil Servants jointly but that the western portion should be allotted as follows:—Section A to the Military; B to the Navy; and C to the Civil Servants. (B to be smaller than A or C as the requirements of the Navy are less owing to the non-residence of these forces in the Colony during a large part of the year.)

E. D. C. WOLFE,

President and Chairman of Committee.

A. SHELTON HOOPER.

LIEUT.-COL. J. FAYRE,

Acting P. M. O.

27. 5. 10.

The following is the report of the Select Committee appointed to select suitable sites for the special sections of the Colonial Cemetery to be laid out under by-law 101:—

1. Naval and Military Commissioned Officers.
2. Civil Servants.
3. Residents of more than 20 years' standing.
4. Residents of more than 7 years' standing.
5. Children.
6. Destitutes.

We visited the Colonial Cemetery on the 26th inst. and are of opinion that the sites indicated, in each case on the attached map are the most suitable, and recommend that they be adopted and marked out on the final plan of the Cemetery required under by-law 101.

As regards 1 and 2, we are of opinion that, as far as possible, this section should be sub-divided in future and separate portions allotted to Naval Officers only, Military Officers only and to Civil Servants only.

With reference to 3, there appears to be a great deal of rock in the portion at present unoccupied. Should an extension on this account be necessary, we recommend that the two stone slabs on the portion of ground immediately below this terrace and indicated in red on the map be removed, and the space allotted as part of the 20-year residents section.

4. A 5' square of land which is suggested to be cleared and terrace will suit very well, if necessary the old destitute section might be made available after exhuming the present remains and re-burying them in one portion of the terrace.

6. We further recommend that in order to make more space available for interments stone slabs in various portions of the cemetery which are not over graves but which are not in the space set apart for monuments be moved to the edge and under the nearest adjoining bank and there replaced in position. The spaces thus not free will then become available for interments.

7. In conclusion, we are strongly of opinion that numerous terraces in the eastern portion of the Cemetery could at small expense be made available for future interments in lieu of the expensive hillside terraces with retaining walls, if a judicious process of exhumations were undertaken. In many of them there are only very few monuments. These could all be put together in one portion of the terrace as also any remains which cannot be identified (each in separate receptacles). Suitable slabs with the head stone numbers on them could indicate the places of reinterment.

E. D. C. WOLFE,
Ed. { W. G. A. BEDFORD,
A. SHELTON HOOPER.

22.12.09.

The Director of Public Works intended—I presume that interments would be confined to the area already partly filled until it has been all occupied. To avoid confusion in future, I have altered the word "southern" in the report to "western". The plots are practically due east and west of each other and confusion might arise hereafter as to the position of the plots referred to if the word "southern" be used.

THE PRICE OF OPIUM.

DISTRESS IN CHINA.

The great increase in the price of opium has taken even experts by surprise and the Government have come in for a windfall here, which is as unexpected as it is gratifying. At the same time it is easy to be wise after the event. By the same token the interference by glorified linen drapers and philanthropic faddists with the cultivation in China has led to anarchy and the bloodshed there, *Civilis and Commora*, a new and extremely well-written paper, just started in Shanghai, in the course of some remarks on the subject states:—

"That enthusiasm for the prevention of the use of that drug has blinded the Chinese Government and the reformers to the economic dislocation consequent on the suppression of its cultivation." A British consular report states that in Yunnan the sale of the opium has left thousands in penury while in Szechuen, where the cultivators depended on the crop for their sustenance, utter destitution prevailed. China has lost of the opium trade a vast sum of money, millions of impoverished peasants, "No steps have been taken to make up for the revenue losses. A famous relief problem, probably of greater import than that of the eradication of the opium evil, is staring China in the face. The peasantry of China is already groaning under corruption and a thousand illegal taxes. Will the Chinese Government, at least from humanitarian motives, help the cultivators towards securing the means of their very sustenance?"

ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the Happy Valley from the 4th to the 6th inst. with the following results:—

CAPTAIN'S CUP.	
St. G. Saunders	85 18 77
John Johnston	85 4 81
Captain Spicer	91 9 83
M. A. Murray	93 18 85
S. H. Dutton	93 18 85
POOL.	
M. A. Murray	85 5 78
A. W. W. Walkinshaw	79 5 79
R. O. Hutchison	82 1 81
J. Hooper	103 18 85

*Winner of Cup.

†Winner of Pool.

RAJAH BROOKS'S RETURN.

STRONGLY AGAINST RUBBER SPECULATION.

The *Sarawak Gazette* contains a record of the meeting of the Sarawak Supreme Council after the return to the country of Rajah Brooke. The following extracts from the Rajah's speech are of interest:—

First, that he had come from England on hearing of His Highness the Rajah Muda's severe illness, that he had not intended to leave England before July, when he would have travelled out by the Siberian Railway. That he had met the Rajah Muda in Singapore, who appeared much improved in health, and had now left for England, and he sincerely trusted that he would in a few months quite recover his health and would be able to return to this country to again carry out the Administration. Secondly, His Highness said that he was always much interested in meeting his friends, Malay and European, and that the welfare of which was and always would be his first consideration. On his arrival on this occasion he had found it necessary to make a few alterations in the administration of the Government, but looking at the reports of trade and revenue and the general state of the country he found a considerable improvement on previous years, which was most satisfactory.

He would mention that he had had five applications from Companies with large capital for concessions of land for rubber planting, but had declined these tampering offers as he was strongly against the money jobbing which was going on in the shares of such speculations. Though he was equally strongly in favour of moderate and limited operations, and would encourage these as much as possible. Rubber speculation was a mania at the present moment which did not suit the quiet and non-speculative spirit of this Country.

Thirdly, His Highness wished to place before the Members two bills, one relative to the sale of land on the coast and in larger rivers. In future the grants for

Reforms and Progress in Korea.

A WONDERFUL AWAKENING.

(Special to the "Hongkong Telegraph.")

In the estimation of those who follow closely the march of events in Far Eastern countries, Korea is bound to figure largely in the game of international politics within the next few years. That has not been a passive one, years without saying. The Empire and its Emperor will continue to be but pawns in the game. But at the same time, the settlement of the destinies of Korea must be fought with very grave issues also for the countries contiguous to her borders—Japan, China and Russia. It is only to be hoped that a pacific understanding will be established amongst the nations most nearly concerned and that existing conflicting interests will be brought into union without delay.

Quite recently recurrent rumours have been published to the effect that the actual annexation of Korea by Japan is on the verge of fulfilment. Indeed the process of carrying out the annexation has already been outlined. The Korean Government, it is understood, will first of all adopt a resolution favouring this step, being taken by the Emperor of Japan personally. That finding will be communicated to the Emperor of Japan personally by the Korean Emperor and the necessary arrangements will then be hurried forward.

TACTIC APPROVAL.

of the course to be taken by Japan has been given by Great Britain and all the other Powers with the exception of Russia, which awaits the conclusion of the new Russo-Japanese Agreement.

In view of the impending important change that is about to befall the national life of the Korean people, it is worth while to glance at the vast strides that have been made in the country in the direction of reform and progress since its administration was to all intents and purposes assumed by Japan four years ago. Under the supervision of a Resident General appointed by the Emperor of Japan, a revolution in law, order, and administration has been effected. The Korean Government or Imperial service. Also, a national policy of reform and progress was laid down by the Sovereign.

This Imperial Rescript set forth that encouragement should be given to agriculture, commerce and industry; order strictly maintained and long-standing defects eradicated with a view to regeneration; internal administration improved and a new judicial system established; appointments to posts made on merit; and attention given to practical education rather than theoretical.

FORWARD POLICY.

great reforms and improvements have been effected in all departments of the Government—administrative, financial, economic, educational and social—and the report, just issued, of H.I.J.M.'s Resident General at Seoul makes interesting reading. Gross abuse of administration have been removed, education and sanitary science have been fostered and industry encouraged—all with the assistance of Japanese officials and liberal appropriations from the Japanese Treasury.

It says a great deal for the indomitable spirit of those at the head of Korean internal affairs that all the reforms and progress of the last four years have come to pass in face of violent opposition on the part of reactionary.

INSURGENTS AND ROBBERIES.

While the chief motive of insurrection is undoubtedly to combat the new regime under the Japanese Protectorate, it is the fact that peace and order in the country have been disturbed more frequently by brigand bands than by real political insurgents.

In the interior, the people have been subject since ancient times to incursions of marauding bands, especially in the season of rice harvest. Those gangs have sometimes the temerity even to invade and plunder district magistracies and post offices. In addition to the marauders above described, Korea also suffers from depredations at the hands of typical pirates infesting the sea coasts and "forest robbers" or highwaymen who attack travellers by land. Since the Japanese assumed the reins of control in Korea's affairs, insurrections have been frequent and sometimes bloody. In the first rising in 1906 the insurgents used

OLD FUSE CANNON.

and rifles and captured the walled city of Hongju. But as time went on these ebullitions of misdirected patriotism were gradually got under by augmented police and gendarmes and the addition of half a century to the Japanese Garrison Army. That the suppression of those risings was by no means easily accomplished may be gathered from the fact that from July, 1907, till the end of 1908 nearly 15,000 insurgents were killed, while some 310 of the regular forces were killed and wounded. Owing to the constant incense to peace and good order created by the presence of those insurgent irreconcilables, the dwellers in many Korean towns and villages got permission to form self-defence associations, which, under the control of provincial governors and district magistracies, are authorised to engage in cases of investigation, execution, and armed patroling, reconnoitring, and repelling of insurgents. That there was some call for this movement is made apparent when one learns that up till the end of 1908 no less than 3,000 such associations had been formed with a membership of over 500,000.

OPIMUM SMOKING.

In these days when the opium question bulks so largely in the public regard, both at home and in the Far East, it is interesting to note that the Japanese claim the credit for having originally effected the escape of Koreans from the evil habit of opium smoking. It was on the advice of Japan that the Korean Government inserted a clause prohibiting the importation of opium in the Peninsula when Korea first entered into Treaty relations with Japan in 1876. This stipulation was also inserted in the Treaties concluded with Western Powers, after the Japanese example. When the Chinese occupied certain parts of Northern Korea during the war that broke out in 1894, many Koreans learned opium smoking from the Celestial soldiers. Koreans associating with Chinese opium-smokers in the Treaty Ports also acquired the habit.

Ten years ago certain doctors, attached to foreign missionary bodies introduced treatment by morphine injection with a view to curing the habit of opium smoking.

NATIVE QUACK DOCTORS.

learning to imitate this method—by their indiscriminate use of it created a habit equally bad; and there are now numbers of natives from the site of morphine injection. Rockers Japanese peddlars are known to sell morphine secretly to Koreans. But strict measures were taken to check these evils with the result that in the course of twelve months absolute cessation of opium smoking was effected in 750 cases and of the morphine-injection habit in 1,500 cases; while gradual cessation was reported in 90 and 1,000 cases respectively.

THE HOLLYWOOD ROAD CASE.

GRAPHIC DESCRIPTION OF ALLIANCE ASSAULT BY GENTLEMAN WHO WAS IN THE HOUSE.

8th inst.

The case in which Miss Della Huard, of No. 49, Hollywood Road, summoned S. M. E. Allen and D. R. Captain for alleged assault on the 6th May last developed an interesting phase in the Police Court this morning, when John Robertson, of 8, Beaconsfield Arcade, described as a commission agent, summoned the defendants for alleged assault at No. 49, Hollywood Road on the same date. Mr. W. E. L. Sheaton prosecuted and Messrs. F. F. Hett and M. R. Harris appeared for Allen and Captain respectively.

On the fresh charge being mentioned by Mr. Sheaton, Mr. Hett said he could not understand his friend's action at all. Mr. Sheaton had distinctly said that he would not call any evidence except the cook and his wife, and now he wanted to prefer a fresh charge.

His Worship held that the prosecution was entitled to bring the summons.

Mr. Harris said that was one way how the Crown conducted a case.

His Worship—It's not a Crown prosecution, Mr. Harris.

Mr. Harris—Every prosecution is a Crown prosecution.

Proceeding, Mr. Harris stated that the two previous witnesses had been put in the box and cross-examined. The prosecution now wished to take advantage of a point on which the two witnesses agreed and took out a summons on that point. That fact was evident from Mr. Sheaton's request to his Worship to take the two cases together.

Mr. Sheaton—I did not.

Mr. Harris—Excuse me, I heard you suggest, to his Worship that the two cases should be taken together.

Mr. Sheaton—Have you any more remarks to make?

Mr. Hett—It is evidently a coincidence that the two cases should have been fixed for the same day.

John Robertson stated that, on the 6th May last, he dined with Miss Huard and Silver. Between 8 and 9.30 o'clock, he heard the front-door bell ring and Miss Silver went to answer the call. Miss Huard remained in the dining-room. He heard sounds of angry voices in the passage which were recognised as those of Captain and Silver. After about five minutes, Miss Silver re-joined Miss Huard and witness in the dining-room. Captain continued using filthy language—he could not call it by any other name and always making towards the back-door. At about this time, Miss Silver returned to her own house, No. 51, which was connected with No. 49 by an ordinary folding-door. At first, Captain confined himself exclusively to Miss Huard, but later on he began to abuse witness also. Witness simply got up from his chair with his hands in his pockets and walked towards the defendant and to tell him, if he did not do so he would summon the Police and have him ejected. As he left the dining-room he saw Allen with a big heavy stick raised above his head in both hands which he brought down on witness' head and momentarily stunned him, and caused him to fall towards the front-door. He went to the front door with the intention of calling the Police, if he possibly could. The two defendants followed him and simply raised blows on him. Miss Huard started screaming and shouting for help. All that time the defendant tried to parry the blows as well as he could with his arm. To stop Miss Huard's screaming, Allen started to strike her also. He raised several blows on Miss Huard. Witness put up his arm to parry the blows but Allen put down his arm and succeeded in hitting Miss Huard on the head. After several attempts, Captain succeeded in hitting Miss Huard on the arm with his case. After having done sufficient damage to Miss Huard, the defendants again turned on witness. Miss Huard kept up her screaming and shouting and witness tried to get out of the house through the back door. He went for Dr. Marshall, who attended to both himself and Miss Huard.

In answer to Mr. Sheaton, witness stated that Allen was carrying a very heavy walking-stick.

Mr. Harris—What is your name?

Witness—John Robertson. I assumed it on being dismissed from the Police Force, I would like to explain why I was dismissed from the Force.

His Worship—We are only concerned with the facts of this case. We don't require any explanation.

Mr. Harris—What's your full name? John Van Agnew Bruce Robertson.

Late of Texas?—Yes.

You were in the Army at one time?—Yes. At this point, Mr. Harris stated it was very important that they should try and shake the credulity of the witness. He had given his evidence very nicely and straightforwardly and his story strangely coincided in every respect with those of the two previous witnesses.

(To witness)—You were living with Miss Huard as husband and wife?—No, I intended to and I am doing so now.

You used to dine with her?—Quite often.

You constituted yourself protector to Miss Huard?—At her own request. To a certain extent, yes.

Then why didn't you go to her rescue in the first instance when Captain began to use abusive language towards her?—For the simple reason that she asked me not to do so, as she said she thought she could get rid of him peacefully.

Did he call you a pimp?—I think he did.

What was the filthy language used?—Am I obliged to say it? Your Worship will find the nature of the language used by the letters which Mr. Sheaton has sent to press the point.

Did Miss Huard turn her back on you?—No. Was Allen hitting with his right or left hand?—I was too busy trying to defend Miss Huard to notice which hand he used.

I think we should have your full family name. You were known by the name of Robertson when you were in the Police Force, were you not?—Yes.

Mr. Hett at this point took up the cross-examination.

Allen's commission agent?—Yes.

How long have you been a commission agent?—From the 1st of May.

What line of business are you engaged in?—Exports and imports.

By whom are you employed?—Mr. H. S. Holmes.

Have you been drawing any salary?—\$200 a month.

By cheque?—No, by note.

How did you support yourself before you were appointed commission agent?—I was employed for 14 days and stayed with a friend who charged me absolutely nothing for board and lodging. I had a sufficient sum of money to keep me going before that.

Was this friend you speak of Miss Huard by any chance?—She was not.

Did Miss Huard hand you a diamond ring?—Yes.

Did you sell it?—No.

Did you pawn it?—Yes.

What language did Captain use?—All sorts of filthy language.

HONGKONG GYMKHANA CLUB.

THIRD MEETING.

6th inst.

The programme of the third meeting to be held at the Happy Valley, on Saturday, 9th prox., (weather permitting), is as follows:—

1.—3.30 p.m.—"A CLASS" OF ONE ROUND FLAT RACE HANDICAP.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai or Tientsin penalised 1 lb. Provided there are 12 entries, the race will be split up into higher and lower divisions by the handicapper to whose discretion the classification of the ponies will be left. 1st prize: Two cups presented by and for Classes A and B respectively. 2nd prize: \$15 each. Entrance fees to go to the respective winners.

2.—3.50 p.m.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open flat race 5 lbs. extra. Non-winning description "griffins" allowed 5 lbs. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying more than 10 lbs. extra, 2 lbs. will be deducted next time the start. Such 1 lb. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5; and prize: \$15. (Half entrance fees to go to winner.)

3.—4.10 p.m.—"B CLASS" OF ONE ROUND FLAT RACE HANDICAP.

4.—4.30 p.m. TENT PEGGING IN SECTIONS OF THREE.—Open to teams, mounted on China ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition and at the conclusion of the season and trophy will be given to the team which scores the highest aggregate of points in all meetings included. In competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but in competing for the aggregate trophy he can only represent one team during the season; that is to say, he must continue to compete for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each man and Gymkhana.

The committee of the Gymkhana Club will appoint a judge who will judge the competition throughout the season and whose decision shall be final. In the case of illness or absence of any judge appointed the committee shall appoint a substitute.

5.—4.50 p.m. LADIES' NOMINATION 5 FURLONGS FLAT RACE.—For China ponies, subscription of the season 1909-10 and bond 100 lbs. ponies. Catch weights. Ponies to be nominated by a lady. The names of the ponies will be placed in one hat, the names of riders in another hat and drawn alternately. Ponies to be ridden by riders whose names appear at the same drawing. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. No pony to be scratched after entry except on account of sickness.

When entering for this event competitors are requested to give lady owners names and address to the secretary of the Club, with each pony entered by him. The name of rider must be communicated to the honorary secretary two days before the date of Gymkhana. Entrance fee \$5. First and second prizes presented by the Gymkhana Club.

6.—5.10 p.m. ONE AND A QUARTER MILE FLAT RACE.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. First prize: Presented. 2nd prize: \$15. (Entrance fees to go to winner.)

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